



972

Barth Janus. of N. Bedford
July, 20th 1875.
At two o'clock the anchor was
hove up and with every thing
set we stood down the harbor
the pilot left us at three in the
afternoon and with every thing
set to catch the breeze we stood
away from the land, we had strong
winds for the first week or so
during which time we were engaged
in getting the boats ready for whaling
we had been out twelve days when
the cry of the she Blows was heard
from aloft, Where away asked the
Capt, Two points on the weather
bow, was the reply, how far off,
Two miles sir, all hands were
called and the boats soon got ready
for lowering, the orders were soon
given two lower away, ^{down} went the
boats and off we started in pursuit
of the whales, the starboard boat
was soon fast to one of them, when
the school started too the windward
and we were unable to come up with
them again, then two or three days
were spent in cutting in and try-
ing out it made 35 bbls of oil,

Then next saturday we took another
whale that made 46 bbls of oil.
Aug 10th took one whale made 80
bbls in the afternoon & in all but
the head and commenced to try out.
Aug 12th tryed out all day as part the
night finished at 10 P.M. wth weather
clear with strong breeze saw too
humbback whales in the morning.
Aug 12th to day stowed down 48 bbls
of oil in the forenoon, spoke to Bark
Kathleen of N. Bedford Capt. Howland
four weeks out ~~in~~ oil there 24
hour pleasant weather. Aug 13th
stowed down to day 96 bbls of oil
in the after hold, light breeze
and clear weather. Aug 15th in
the morning saw two sperm
whales, lowered down the boats
but were unable to come up to
them as they saw the boats and
went to the windard we chased
them till noon and were then
obliged to give them up these
24 hours clear with strong breeze
Aug 16th in the morning weather
agreeable with fair breeze, at
half past two (P.M.) raised a large
school of sperm ~~whales~~ whales on

the lee bow, the boats were soon
lowered down and after a long
chase waist boat got fast to a
large one, as we ranged close
up to him the second mate
told him to stand by and give
it to him, and the next moment
the iron was hurled deep in the
monsters side, I caught up the
other iron to dart it when the
stricken fish gave a roll which
brought his head unto the boat
so the second iron glanced from
his head without doing any in-
jury what ever he now commenced
he rolled and trashed about, and we
had all we could do for some time
to keep clear of him, but just as
we commenced to haul up to him
to kill him the iron which had
not toggled drew out and he
started off to the leeward after the
rest of his school we chased them
till dark and then came aboard.

Aug 17th in the morning broke out
water, raised a school off whales
went down and took one got him
along side and commenced to cut in
we cut till dark. Aug ¹⁸/₁₈₄₇

Too day finished cutting in and
in the evening boiled out the case
in the forenoon saw a ship
steering East these 24 hours strong
breeze. Aug 19th boiled all day saw
two ships heading SE. squally
weather and strong wind. Aug 20
boiled all day and all night pleasant
weather these 24 hours light wind
Aug 21st finished boiling this
forenoon and cleared up the ship
calm all day, saw two ships both
steering N.E Aug 22nd in the morn-
ing saw whales and got two small
ones in the afternoon cut them
in, at 6 o'clock spoke to bark decline
gibbs of N.B. Capt Snell two week
out no oil. Aug 23rd tried out all
day and finished at 11 (Pm) light
breeze these 24 hours. Aug 24th
the first of the afternoon stowed
down oil in the fore hold, at 10 (Am)
saw a large school of whales
lowered down, and larboard boat
got one, got him along side and
cut him in, in the afternoon saw
one sail light wind to day.
Aug 25 in the morning saw
sperm whales, went down and

chased them till two (Pm) but
could not come up to them, so we
gave them up and came aboard
at half past four saw the whales
again, and lowered for them
chased them till dark then came
aboard in the evening broke out
in the main hatch and got ready
to stow oil, to day boiled out the
~~rest~~ whale we got yesterday
these 24 hours a calm.

Aug 26th in the morning water
we stowed down oil in the main
hold and broke out water, weather
clear and light wind. at one (Pm)
saw a brig, six (Pm) saw a
ship ahead, about 7 miles off
with her main yards abaft
we supposed it to be a whaler
with whales in sight. Aug 27th
weather clear and light breeze
saw two finbacks in the morning
Aug 28th At one (Am) commenced
to blow quite hard took in the light
sails at 12 (Pm) eight (Am) it was
blowing a gale of wind, took in
the main upper topsail spanker
and gibe, at nine took in the
mainsail, at half past two

took in the fore lower topsail,
and hoisted up the boats on to the
upper cranes, at first took in the
main topsail, set it again, but
were soon obliged to take it in again
as it commenced to blow harder
then first, the gale lasted till
midnight, when the weather
began to moderate some. though
there was a heavy sea running
we set the main topsail.

Aug 29th weather moderating
fast but with a heavy sea set
the fore topsail, weather clear

Aug 30th at day light made all
sails, weather clear, and light
breeze, today sent down the
spanker and mended it in the
afternoon bent it on again
at sunset took in sail.

Aug 31st In the morning set
all sail except the fore top gallant
sail, saw a whaler on our weather
bow, she was in sight all day
at sunset she was about 8
miles off, at 3 (PM) saw a
Merchantman brig steering
East, at 5 (PM) saw a large
school of blackfish, weather

clear and light wind which died
away towards night and was dead
calm, at sunset took in sail.
Sept 1st th In the morning set
all sails, saw one ship a stern
and one ahead, at ten (AM) saw
the boats belonging to the ship
ahead down, and chasing to
the leeward a school of whales
and soon after we saw them
coming to the windward, lowered
our boats and struck one, but
the iron drew out and they all
starved to the leeward chased
them but did not get any came
aboard, in the afternoon weather
squally the rest of the day pleasant
Sept 2nd th In the morning saw
whales lowered for them but
they saw the boats and went
to the windward and we came
aboard after a long chase, first
part of the day squally weather
with thunder and lightning at
noon we saw a ship ahead
chasing whales at half past
one we lowered our boats and
starved for the whales which
were on our lee bow, we chased

them in company with the other boats which belonged to the other ship, till nearly dark when our fourth mate struck one, he was fast to him till dark when both irons drew out and we lost him, at 7 (P M) spoke barke Adeline gibbs the ship that had been chasing with us, she reported having struck a large whale that morning but the irons drew out and they lost him, they had seen whales three times since we saw her last without taking any.

Sept 3rd weather squally first part of the day the Adeline gibbs in sight all day at sunset shortened sail weather clear with light breeze. Sept 4th In the morning set all sail weather fine and light steady breeze, at 5 (P M) our Capt went aboard the other ship, which had run down from the windard, and her mate came on board of us they stayed till 9 in the morning

when our Capt returned to
the ship. then we wore ship
Sept 5th In the morning
set sail saw Adeline gilts
on our weather bow, she was
in sight till 6 (Pm) at sun
set took in sail and wore
ship strong breeze all day.
Sept 6th at 4 (AM) wore
ship at daylight set sail
at half 12 (Pm) wore ship at
dark shortened sail, saw a ship
on our weather bow this day
steering (N.W.) with strong wind.
Sept 7th In the morning set
sail, broke out in the main
hach, and got the blubber room
ready, and stowed down oil, at
6 o'clock in the morning wore
ship, at nine (AM) spoke to bark
Ospray, Capt Crago of N. B.
ten months out 600 lbs of oil at
9 o'clock wore ship, at 7 (PM)
took in sail, weather clear and
fair breeze at midnight wore ship.
Sept 8th In the morning saw
two ships on our weather quarter
at 11 (AM) saw sperm whales
but as it was blowing a fresh

gale at the time and their being
a heavy sea running we soon
lost sight of them, at half past
twelve furled the foresail, and
wore ship, by this time it was
blowing a living gale and
continued to Blow half the rest
of the next day, at night shipped
in several heavy seas, which
carried away the gangway planks
Sept 9th " " Towards morning
the gale began to abate and
by noon the wind had died away
to a fair steady breeze but there
was still a heavy sea running
at one (PM) set the fore topsail
and wore ship, in the afternoon
saw two brigs heading East.
Sept 10th " " At daylight set sail
At 9 (PM) saw a school of sperm
whales on the lee bow lowered
for them but before we could
get along side of them they saw
the boats and they started for
the windard we chased them
till half past one and then
gave them up and came about
to day clear with heavy swells
from the W.S.W. at sunset

took in sail, at half past 3
(PM) tacked ship, at 10 (PM)
saw a ship, steering SE strong
winds. ~~Sept 11th~~ In the
morning made sail, at six
(AM) saw a school of whales
whales breaching on our weather
quarter about six miles off
wore ship and stood away
for them but did not see any-
thing more of them, at nine
(AM) wore ship, in the forenoon
send down the mainsail and
mended it, bent it in the
afternoon, at half past
four (PM) saw a large sperm
whale on our lee bow lowered
for him, at 5 o'clock the mate
got along side and made fast
the other boats were up to him
but only the bow boats got fast
the waist passed his boats warp
into the mates boats then the
3 boats were fast all night
and the starboard went aboard.
Sept 12th at daylight we hauled
up to the whale and tried
to kill him but we soon found
it was easier said then done

for the whale kept running in
a circle and so made it impossible
to get up to him, it was noon
before we got him killed making
eighteen hours we had been fast
to him and during all this time
we had never lost sight of the
ship we got him to the ship
at one (P.M.) and got every thing
ready for cutting in. light wind
latter part fresh gale with rain
from the (S.W.) Sept 13th weather
clear with strong wind and heavy
swell from N.E. tryed to cut in the
whale to day but it was too
rough and we were obliged to
give it up, and wait for better
weather, we hooked to him
once when the ship gave a
roll and the tackle caught in
the stage and broke it in
half it knocked the Captain
over board and he had a narrow
escape from being crushed
between the whale and the ship
Sept 14th too day cut in two
single pieces of the blubber
and let the rest of the body go
adrift as it was blasted up so

as to make it impossible
to cut it in we cut off the
head and made it fast
along side, at 5 (P.M.) saw
a ship steering N.E. B.E.H.E.
these twenty four hours strong
wind from N.E. and heavy swell
Sept 15th " " today strong
winds from the N.N.E. with
heavy swell we let the
head go adrift at noon as
it was no good in the after
noon we tryed out what
little blubber we had saved
from a hundred and fifty
blbs whale all of which we
saved made five blbs
we set the fore topsail
and the foresail this noon
Sept 16th " " at three A.M. wore
ship and furled the fore
topsail as it was commencing
to breeze up quite hard at
four A.M. clewed up the fore
sail at this time the wind
suddenly shifted from the NE
to NNW and six hours it blew
a perfect hurricane and the
rain poured down in a manner

seldom seen off the line at daylight kept the ship off ran all the day before the wind under main topsail and fore topsail and main spencer at dark huffed to the wind. Sept 17th in the morning set the fore sail and fore topsail in the afternoon set the main sail in the morning some kind of whale was seen ~~off~~ spouting on our lee bow but as we did not see anything more of it we were unable to tell what it was, saw a heading NE at sunset took in sail the first part of the day fresh gale, latter part was more moderate, Sept 18. In the morning made some sail weather clear fair breeze in the afternoon fresh gale blowing to day broke out water in the main hatch at five PM furled mainsail at half past six we clewed up the foresail. Sept 19th In the morning set the

lowsail at half past eight
at M. furlled the fore topsail
and foresail, in the evening
set the foresail and fore top
sail strong breeze. Sept 20th
In the morning set the main
sail and gib weather clear
fair breeze, in the forenoon
send down the spanker and
mended it in the afternoon
bent it again at sunset
furlled the mainsail fore top
sail, foresail & gib blowing
hard from NE weather clear
Sept 21st In the morning
set the fore topsail, and
send down the main top
sail, and bent it again in
the afternoon, one P M wore ship
six P M saw a large school
of black fish there twenty
four hour weather clear
and strong winds. Sept 22nd
In the morning set sail
six AM tacked ship weather
cloudy with light rain seven
o'clock weather clear with light
wind, watch repairing sail
and making spun yarn

cooper and carpenter at work
making gangway plank, and
fixing the house pipes, three
P.M. light shower of rain, at
sunset shortened sail and wore
ship, saw several whale
birds around the ship Sept 23
At Daylight set sail, six
A.M. saw two ships to the
South East, clear with fresh
breeze from N.W. course.
N.B.E. watch at work making
spun yarn, and repairing
the rigging, ten P.M. saw a
school of black fish close to
the ship. Sept 24th five
A.M. wore ship and set the
foresail, six A.M. the gib was
blown off the bolt ropes in a
heavy squall in the forenoon
weather clear with strong
winds from the south west
ship close in the wind.
sent in the gib and mended
and bent it on again in the
afternoon weather cloudy
with light squalls of rain
five P.M. died away to a light
breeze, watch employed in

making sinmite and re-
haining rigging at six
PM saw a ship ahead
at dark took in mainsail
gib and spanker, ship
on the wind heading WBN
Sept 25th to day strong
breeze and cloudy weather
with light showers of rain
watch busy in making
sinmite and working in
the rigging. set mainsail
and fore topsail at four
PM blowed quit hard and
at dark was blowing a
fresh gale from the SE
ship on the wind saw a
brig on our weather beam.
took in sail ship heading ENE
Sept 26th In the morning
set sail strong breeze and
heavy swell saw a brig
on our weather beam
steering E.B.N.H.N had a
heavy squall and showers
of rain then the wind
died away to a light breeze
at six PM took mainsail
gib and main topsail in

as we were furling the top
sail one of the men fell off
the yard but fortunately
he caught a rope and so
saved himself from falling
on deck ship close to the wind
Sept 27th to day weather
clear with strong breeze
send down the main topsail
staysail mended it and
put it up again, set main
topsail, main top galland
sail, at dark took in sail
and wore ship, saw a
school of crampers and
a number of sea birds
ship heading W.B.N. $\frac{1}{2}$ N.
Sept 28th at half past
twelve at night saw a
school of sperm whales
coming for the ship
as it was dead calm up
and rubbed their backs
against the ship which
made it roll like a ball
they stopped around the
ship till four in the
morning then heavy
showers of rain and then

they went off at daylight
set all sail good breeze
at seven o'clock we saw
whales probly the same
ones the were about 4
miles off, the boats were
soon ready and we lowered
away and soon run
down to them which were
on our lee bow the Capt
and mate chased one lone
whale while the second
and the third mate chased
the rest of them, they
chased them till they
were out side of the ship
when we gave up and
stardec aboard we reached
the ship at four, during
this time the other
boats had got one large
whale, the Capt was the
first to reach him, and
made fast to him, but
no sooner did he feel the
iron, then he swept
around his flukes and
with one blow stove
in the hole quarter and

starved to the windard the
line was soon cut, when
the boat filled with water
and rolled over bottom up
the mate was close too
and soon picked up the crew
and being close to the ship
he took the boat in tow
and carried them aboard
and then went and struck
the whale again for he
had stop running as
soon as he found himself
fast again he kicked and
they made him turn
up and got him along
side off the ship, we got
the jaw on deck and
then let the rest till
morning. Sept 29th
cut in all cut off the head
and made it fast but the
chain parted and the head
sunk, cloudy weather and
light breeze saw a ship
steering West. Sept 30th
boiled all day, broke out
water, beans, flour, and
meat, at 2 PM wore ship

saw two ships at sunset
took in sail. Oct 1st
boiled all day and finished
cutting up blubber at one
P.M. wore ship, first part
of the day clear with
light breeze, in the after
noon squally saw a brig
on our weather quarter
heading South, ship on
the wind heading S.B.W.
Oct 2nd calm all day, saw
the same brig we seen
last night all day finished
boiling out this forenoon
and cleaned up the ship,
burlled the main topsail
set the foresail, hauled
down the gill, and hauled
out the spanker. Oct 3rd
In the morning set all sail
but the fore top gallant
sail weather clear with light
breeze at noon we saw some
kind of whale breaching about
5 miles off on our weather
beam, they were to far off
to tell what they were,
we tacked two or three

times during the afternoon
trying to get to the windward
but we did not see anything
more off them, at sunset
took in mainsail, foretop
sail, main top gallant sail
flying gill, and gaff topsail.
Oct 4th at one AM it commenced
to blow from the NE the
wind every moment increasing
in violence, and at four in the
morning, it was blowing a
heavy gale at three AM we
furled the foresail and fore
topsail, and laid to, under
main topsail, main spence
and fore top mast staysail
at six the weather more
moderate although it was
blowing quite hard, with a
high sea running at seven
saw a ship heading W, stowed
down oil, and broke out water
at dark the wind began to
blow again and at nine in
the evening it was blowing
a gale again. Oct 5th at
three AM saw a ship steering
SE. at sunrise set the fore

topsail and fousail weather
cloudy with several showers
of rain, and heavy wind from
the East, ship steering N.E. & E
Oct 6th weather squally with
strong wind, at nine A.M. set
the mainsail, watch on deck
employed in repairing the
blubber tacks at sunset
hauled the mainsail. Oct 7th
weather clear with fine steady
breeze, in the morning cooped
some cask of oil that was on
deck, and cleaned the cutting
falls by towing them over
board, set all sail, saw a
ship on our lee bow, at
six took in sail. Oct 8th
this morning set all sail with
strong winds, about twelve o'clock
a cry from aloft was heard
their she blows, where away
asked the Captain, two points
on the lee bow, how far off
2 miles sir, half an hour after
wards found out it was a fin back
weather cloudy and squally
at sunset took in sail, ship
heading South by West.

Oct. 9th " " this morning set
all sail, steering for land, strong
breeze all day, saw two ships
one ahead and the other on the
lee bow, watch employed scraping
down the mast, we were bound
for foyal. W. I. but we had
head wind, so we had to take in
the main top gallant sail
mizzen topmast staysail and
fore topsail every thing happy
on board the ship Oct 10th " "

this morning set all sail, strong
winds, blowing from the E. S. E
weather cloudy and squally
at 12 o'clock wore ship, at
sunset we took in the fore
topsail gaff topsail and
main top gallant sail, at
seven o'clock ship heading
East on the right tack for land

Oct 11th " " at sunrise set all sail
very strong winds, heavy swell
with squally weather saw a
ship on our lee bow, mended
one of our stored boats, these
twenty four hours squally
weather sea birds hovering
around the ship Oct 12th " "

this morning set all sails fresh
winds to day, watch working
in the riggin and mending
boats, ship sailing 8 knots an
hour, ships course to day E.B.S.
Oct 13th this morning a half
past six, I was awakened from
my sleep, by hearing the cry
their she blows from aloft, all
was excited on board, the Capt
went aloft and found out it
was a finback, two miles off
all was dissapointed, for we
had not seen a sperm whale
for a long time, saw a school
off black fish at sunset we
took in the mainsail, mizzen
topmast stay sail, gaff top
sail, main upper topsail and
main top gallant sail, fore
topsail, fore gallant sail and
flying jib and spanker.

Oct 14th this morning the sun
rose in clouds that showed its
splendor, made all sail, this
morning saw finbacks, crabs
and killers, fair weather and fair
breeze, saw a steamer on our
weather quarter, this afternoo

put up ring ropes on the
mizzen mast and ratlines
mended the gib penant and
fore staysail penant, at sunset
we took in sail, not far from
land, about four o'clock we got
the boats ready, for we thought
we seen sperm whales, but when
we got close to, we seen they were
finbacks. Oct 15th this morning
I woke up, and found there
was a fair wind, we broke out
water, and set sail, this
afternoon the cry from aloft
was heard, the Capt went up
and found out it was a finback
off the lee bow, about 4 o'clock
we saw a school of porpoises
close to the ship, going to the
windward, to night took in sail
and washed deck, these twenty
four hours fair breeze and
cloudy weather with light rain.
Oct 16th this morning cloudy
and squally weather and light
winds, saw a school of killers
astern of the ship saw
finbacks to day, saw a ship
on our lee bow, this afternoon

it came up squally all at once
the wind shifted and put the
ship aback, tonight it is
blowing a gale, with a heavy
swell, and sea running high
from the North, we have been
cruising for whales, and it
has us brought us 500 miles
North west of Fayal, took in
all sail except stay sail fore
and main top sail, spencer
and spanker, laying too till
the gale abates. Oct 17th "nd "
heavy wind all day and heavy
squally weather, everything
all quiet on board, to day
laying too under topsails
heading N.N.E. Oct 18th "nd "
this morning the storm
abated, and set all sail, strong
wind all day with cloudy weather
saw a sail on our lee quarter,
to day heading East, saw fin
backs this afternoon, wore
ship at half past one and wore
ship again at four o'clock, water
employed making spurn yarn
all sail out to night, ship
heading E.B.S. Oct 19th "nd "nd "

this morning broke out shoots
to make water casks, good fair
wind to day, to night strong wind
with all sail set, near land
expect to reach land in a
few days, all is happy on board
the ship steering East by North
Oct 20th this morning took
our mast heads the same as
usal, broke out for head and
flages, saw porpoises on
our lee quarter, this after-
noon saw a white water on
our weather bow, we luffed
up in the wind, and looked
sharp, but could not see
anything more of it, the
ship steering her course
E.B.N. thease twenty four hou
strong wind and cloudy weathe
with heavy swell, sailing
eight knots an hour. Oct 21st
this morning watch employed
in making spurn yarn. at half
past twelve last night, there
was a heavy squall come up
and was forced to let go all
the riggin, and let the sails
fly, every thing quiet a board,

the wind still blows fair, to
night we took in the main
top gallant sail and fore top
gallant sails, these twenty
four hours cloudy weather
ship heading her course E.B.N
Oct 22nd. This morning we
sight land 110 miles off, we wore
ship and headed right for it,
and when we were 32 miles off
it came up squally and foggy, so
we had to lay too, we saw hump
backs this morning, this after
noon it is blowing a gale from
the South West, took in all sail
except the fore sail, fore top mast
stay sail, main top sail and main
trysail, at four wore ship, these
twenty four hours, strong winds
with rain, and cloudy weather.
Oct 23rd. This morning at one
o'clock we wore, it still blows
a heavy wind, we are laying too
the same as yesterday, at seven
o'clock we sighted a sail off our
weather bow, we thought it was
a whaler, we brought our ship
close to the wind, and headed for
her, she came down by our stern

she put up her colors on her
mizzen peak, and we ours, she
had a swedish flag, and was bound
for London, she went off, waving
her flag up and down, that near
farewell, we saw the peak of
the mountain Pico 110 miles off
it is close to Fazal, these twenty
four hours cloudy and squally
weather with lightning, ^{we are} laying
too for better weather, took in
sail at sunset. Oct 24th...
this morning the gale still
keeps on, with heavy rain, we
saw finbacks today, to night
the gale is increassing, with
rain, thunder and lightning,
we are laying too under fore
staysail, main top sail, and
main spencer, we lashed the
~~atches~~^{hatches} and casks on deck, for
the sea was running 30 foot
high, and washing every loose
thing overboard, all what we
had to do, to cling to the rigging
or else go overboard, know land
in sight, Oct 25th. this
morning sighted Fazal, on our
lee beam, about 40 miles off

we got in port, about four
o'clock in the afternoon, we
lowered the starboard boat
and the Captain went ashore
the ship laying off and on
waiting for his return, he
came and brought some irish
and sweet potatoes, and fresh
meat, we put about and
stood from land, we saw
Pico, which is 12.000 feet above
the level of the sea, these
twenty four hours squally
and rainy weather. Oct 26th
this morning wore ship
and went back to port, we
hauled up the cable and got
the anchor ready to let go,
we arrived in port and
dropped anchor, then we
hoisted the American flag and
the custom house officers
came aboard, we discharged
the sick, and got ready to
discharge the oil, weather
same as usual. Oct 27th
we broke out this morning
for oil, this noon the light
came ~~along~~ ^{along} side for oil, we

loaded and sent it ashore.

Oct 28th This morning broke
out more oil and sent it ashore
there is the Bark Ospray, bark
Stafford, bark Catulper, and
the merchant bark Addison
of Boston, and three english
brigs in port, light wind today

Oct 29th got through breaking
out, and sent the oil ashore
this afternoon brought a
lighter full of sweet and
irish potatoes, and two quarters
of beef, onions and eggs, apples
and oranges, tied running stores

Oct 30th hove up one anchor
and getting ready to sail, we
loosed all the sail, shipped
one man today, there are
two men in irons, this after
noon hove up the anchor
away from land, when 20
miles from land we laid too
we lowered the starboard
boat and the Capt went for
shore to steal some men
for we were short, he got
three men and a little
boy, strong wind today, with

cloudy weather, we got them
aboard and went off, before
the wind a flying. Oct. 31,
this morning blowing a gale
saw saint George, and Cruisarah
we tacked ship, took mast
heads the same as usual, we
are bound for River Plate S.A.
and on our way we stop at
Teneriff a spanish port, for
fresh water, ship under
topsails and staysails steering
S.E. saw a school of porpoises
to day rainy weather and heavy swell
Nov 1st this morning broke
out for water, wore ship, this
afternoon we are sailing along
the coast of saint George, it is
a long Island, attending 80
miles in length and very high
land, saw the island Cruisoes
in a distance, on our lee beam
saw porpoises this morning
at twelve last night it
rained with thunder and
lightening, set the fore
sail, fore topsail and main
topsail, ships course S.E.B.S.
saw a sail on our lee bow

these twenty four hours, heavy
squalls, and heavy sea running
we filled the casks with salt
water for ballast. Nov 2nd this
morning about eleven o'clock
the cry from aloft was heard
There she blows, 2 miles off
on our weather bow, the Capt
went aloft, and was disappointed
we did not see it again, there
being a heavy sea running,
this afternoon we set all sail
saw a school off porpoises
to night we took in the
flying jib, these twenty four
hours, clear out off sight, off
land. Nov 3rd this morning
all sail set, saw a fire back
on our weather beam, the waist
boat sail, took fire to day by
accident, made casks for
fresh water, these twenty four
hours, clear and pleasant weather
ship heading South two points
off her course, made baskets
for the onions, to keep them
from rotting. Nov 4th this
morning ship in full sail,
sung out from aloft, found

they were finbacks, on our weather
bow, there is a light breeze, set
up some casks today these
twenty four hours, pleasant
weather almost a calm, this
evening it came up cloudy
with strong wind ship heading
S.B.E. Nov 5th this morning
the watch employed making
spun yarn, and working in
the riggin, this afternoon
sighted a brig on our lee bow
saw finbacks on our weather
quarter a breaching, took in
the gaff topsail, fore top
gallant sail, and flying jib,
at seven o'clock this even
ing we saw a brig on our
weather bow running free
these twenty four hours
pleasant weather with steady
breeze steering full and by
ship heading S.S.E. Nov 6th
this morning fixing the de gallant
lifts, this afternoon saw some fin
backs, and sighted a sail on our
weather quarter, today clear
and strong wind, still beating
to the windward, one man in irons,

took in the gaff topsail and
the flying jib, all well aboard.
Nov 7th This morning saw a
sail off our stern, at twelve o'clock
wore ship, all sail set, this after-
noon saw a merchant bark
and a brig square rig fore and
aft carrying stunsails, they
past close to our ship, so you
could see the sailors on deck
ship sailing full and by heading
N.E. cloudy weather, with light
breeze, part of the day dead calm
Nov 8th To day we sent down
the gaff topsail, and mended it
bent it again in the afternoon
fixed the degallant foot ropes
and main topsail lifts, released
the man in irons at half past
four, weather clear and cloudy.
Nov 9th This morning saw a
sail of our weather bow, and a
steamer supposed to run between
Teneriff and Cuba, broke out
water in the fore lower hold, fixed
the main topsail flemish horse
and foot ropes, and working
in the riggin, fixed the fore
topsail flemish horses, and

tared them, under full sail day
and night, ships course to day
S.E.B.S. $\frac{1}{2}$ S. these twenty four
hours clear and pleasant weather
Nov 10th this morning all sail
set, saw five sails. fixed the
main lower topsail foot ropes
and fore lower topsail foot
ropes, and tared them, this after
noon saw three sails all brigs
saw a school off crampers
off our weather bow, ship
course. S.E.B.S. Nov 11th this
morning dead calm, putting
new seizing on the rattlings,
finished the foot ropes to day,
the cooper finished one dozen
deck buckets, saw eight sails
one large Man off war steam
ship, one three masted schooner
three merchant barks, and
three brigs, this afternoon
fresh breeze, with clear and
cloudy weather, the ship on the
wind, heading E.S.E. Nov 12th
this morning there was a
little excitement on board,
we tacked ship at 8 AM, and
soon after the third mate

discovered the fore back stays
parting, clewed up the fore
gallant sail, and flying jib,
and gaff topsail, we got
the cutting falls out and tack
and put them up for back stays
this afternoon the main back
stays all so parted, we seen
it just in time, to stop the
mast from going overboard
saw on brig on our weather
quarter, we pumped ship
and set the rest of sails.
Nov 13th This morning
sighted the peak of Teneriffe
and the island Palmas, one of
the Canaries island, saw
five sails today, three bar
one ship, and one brig, this
afternoon saw a mail
steamer bound for Teneriffe
these twenty four hours
partly clear and cloudy, with
light breeze, and calms, the
ship to night on the wind
heading E.B.S. one sick man
aboard. Nov 14th This morning
saw one whaler, and one brig
in sight all day, saw the

large mountain of Teneriffe
which is 13,700 feet above the
level of the sea, to day we
are 30 miles from shore,
these twenty four hours dead
calm, with cloudy and squally
weather, ship to day all round
Nov 15, ¹⁸55. this morning we
sailed in port, with all sail
set, let go the anchors, and
got ready to receive the water,
at night there was three of
the crew jumped over board
and ~~swam~~ swam a shore,
Teneriffe is a pretty place
with its high mountains, and
the camels and jackasses a
winding their way with their
burdens upon their backs up
the high mountains, to day
weather cloudy with heavy
squalls, and light breeze.
Nov 16, ¹⁸55. this morning we
went ashore to tow the water
boat a long side, it soon came
and we loaded the casks,
this afternoon we hove up
anchor, and set sail, we
could not leave port, with

out it was 24 hours passed
that the men run away from
the ship, ²⁰ to give them time
to catch them, we sailed out
and laid off and on, these
twenty four hours strong wind
Nov 17th this morning the
whole bark Stafford came in
port after water, our Capt
lowered the waist boat, and
went ashore after the men
that had run away, we laid
off and on, waiting for his return
he soon came with the run-
aways and put them aboard
we then braced the yards with
a fair breeze, seen the peak
in full view to day, these
twenty four hour pleasant
weather with good wind.

Nov 18th today saw pinback
close to the ship, we bump-
lanced one, and it struck him
in the side, watch employed
taring down, and setting up
back stays, saw a hump-
back breaching right ahead
the ship, we got fair wind
for River Platt, heading to

night. ~~W.~~ S.W. saw the island of
Cuerteventura southwest of Teneriffe
these twenty four hours, weather
clear with strong winds. Nov 19th
this morning commenced to tar
down the rigging, and set back stays.
there was a pinback beaching close
to the ship, saw one sail of
our starboard quarter, could
not make her out what she
is, because there is a thick fog,
the gibs, staysails, spanker
and aft topsail all furled,
the yards all square, steering
our course still W.S.W. Nov 20th
we tared down and set back stays
set the gibs this morning,
these twenty four hours, part
clear and cloudy weather, with
light wind, ship steering S.W.B.W.
Nov 21st this morning saw
porpoises, and large black fish
saw one sail. it is a fearfull
warm day, these twenty four
hours, pleasant weather with
light wind, and heavy swells
steering S.W.B.W. Nov 22nd
this morning we tared down
and set the fore and aft stays,

the jibs and staysails all
furled, these twenty four hours
cloudy and squally weather, with
light swells, saw a white
water on our port quarter
steering her course S.W.B.W.
Nov 23rd To day we tared down
saw a school of cow fish, last
night saw a ship on our weather
bow, she had a light at her
mast head, she was supposed
to be a Whaler, in search of her
boats, took in the fore and
main topsails and fore and
main top gallant sails,
sighted land at mast head
to night, right ahead the ship
it is St Antonio one of the
Cape Verde island these
twenty four hours cloudy
with squalls and heavy
swell, heading S.W.B.S.E.S.
Nov 24th This morning set
the main shrouds, and tared
them, we laid to last night
to keep off from shore, saw
two sails, St. Antonio in
sight all day, this evening we
are sailing along the coast

about four miles off shore,
Santa Cruz was in sight at
a distance, these twenty four
hours, weather fair with light
swells. steering S.W.B.W. & W.

Nov. 25th this morning
broke out for the slop chest,
saw a sail on our lee quarter
saw the island of Fogo in
a distance, and sighted
Bravo, off our lee beam, at
sunset took in the spanker
gaff topsail gill and flying
gill, the twenty four hours
strong wind, steering South

Nov 26th this morning
broke out for flour, saw
the volcano of Fogo, and
Bravo, saw black fish,
Crampers, and porpoise
on our lee quarter, and a
whaler, these twenty four
hours pleasant weather.

Nov 27th this morning
took down the cutting falls
and put them away, took
in the light sails and set
them again, at twelve clock
running three points free

Nov 28th this morning there
came a school of porpoises
right in under, we got a iron
and struck one we got him
on deck, and he was 8 foot
long, we had some good
porpoise hash to night,
these twenty four hours
strong breeze, steering south

Nov 29th this morning
broke out new sails. saw
a brig off our lee bow, it
is a hot day, we are close
to the line, sailing along
the coast of Africa, light
breeze, steering, S.E.B.E. & E

Nov 30th to day saw black
fish, porpoises, albacores,
and skip jacks, there are
four whalers in sight, to of
them trying out whale, and
one cutting in whale, and
the other making her
passage to St. Helena, we
are out the trade wind, but
got head wind, these twenty
four hours, dead calm
with showers of rain,
steering to night. E.B. & E

Dec 1st last night we
went gaming, with Genral
Scott, the brigs name is
Albert Lawrence, the other
arks names Janett and
Spartan, all belong to New
Bedford. Gen Scott is bound
for the indian Ocean, tonight
we are near the Equator or
line, off the coast of Africa,
saw a school of porpoises
right in under, to night
ship going before the wind
steering S.B.W. Dec 2nd
This morning making sperm
tarn, at 12 o'clock we raised
a school of Black fish, the Capt
told us to lower, and away we
went in pursuit of them,
we were unable to get any
so he put the colors up the
mizzen peak, for the boats
to come aboard, the starboard
boat got a ships length from
the ship, when the boat
steers fell, and nearly cut
his arm off, these twenty
four hours a hot day, and
Dead calm, ship all round.

Dec. 3th This morning painted
the stored boats and making
spurn jarr, saw two sails
one a Merchant men and the
other could not make out,
seen a school of Black fish
and porpoises at noon, these
twenty four hours light wind
with heavy swell. Dec. 4th

This morning saw the same
ships, washed and cleaned the
ships paint fore and aft.
saw a Diamond fish off
our stern, and a school
of Killers off our lee bow, ship
under full sail steering
W.B.N. we are in the Corrells
ground, two degrees from
the Equator, light wind tonight.

Dec. 5th To Day saw a
finback on our weather bow
these twenty four hours squall
and partly pleasant, with stiff
breeze and a heavy swell.
steering full and by, we got
head wind on our passage to
the whaling ground, River
Platt. South America. Dec. 6th
last night in a heavy squall.

It tore the goft topsail in
ribbons, we sent it down and
mended it, saw a whaler off
our lee bow, saw a sword fish
close to the ship, finished washing
haint works today, we had
the heaviest squalls, as our Capt
ever witness, it rained so heavy
that you could not see one
from another, ship steering
full and by. Dec. ^{14th} ^{11th} This
morning at daylight saw
a schooner off our lee bow,
sent down the fore & gallant
sail and mizzen top mast
staysail and patched them,
this afternoon saw a full
rigged ship on our weather
beam, tacked ship at 8. A.M.
this morning we have got
in the south east trade winds
these twenty four hours, clouds
with strong wind and heavy
swell, ship on the wind
to night steering. S.W.B.W.
Dec. ^{8th} ^{11th} This morning we
painted the waist boat, saw
a school of black fish, and a
large diamond fish close to

the ship he was about 20
foot from tip to tip, strong
wind with heavy swell, we
crossed the Equator to day
ship steering full and by.
Dec. 9th to day we painted
the bow boat, saw a bark
on our port bow, and a school
of Crampers close to the ship.
These twenty four hours clear
and pleasant weather, ship
steering full and by. Dec. 10.
this morning we put the
larboard and starboard
boats on their cranes again
saw a merchant men on
our lee bow, to day dead
calm, ship allround.
Dec. 11th last evening saw
a sail, off our port bow,
to day we painted the rest
of the boats, saw a large
white water off our lee beam
but seen nothing, these twenty
four hours pleasant with
strong wind and heavy swell
ship under full sail, took
in the fore top gallant sail
ship steering full and by.

Dec. 12th this morning saw a
sail off our lee port bow, and
a school of black fish and
porpoise, this afternoon
there was a full rigged ship
closed by on our weather bow,
took in the gaff topsail and
flying jib, ship steering
close to the wind, to day
strong wind and heavy swell.

Dec. 13th this morning took
in the main top gallant sail,
spanker, and mizzen top,
mast staysail, and squared
the yards, in the afternoon
~~set~~ the main top gallant
sail, fore top gallant sail,
and flying jib, the twenty
four hours cloudy with strong
wind, and a heavy sea run-
ning, the ship steering her
course. S.W. Dec. 14th this

morning broke out for water,
about half past nine we
had a heavy squall. where
we had to furl all the
light sail, in the afternoon
saw them again, these
twenty four hours, heavy

squalls, latter part pleasant
with light wind, steering her
course. $SW\frac{1}{2}W$. Dec. 15th this
morning making spinn-yards
heavy squalls past us during
the night, took in all the
light sail, set them again
after the squalls, we are
about sixteen degrees south
of the line, steering. $SW\frac{1}{2}W$

Dec. 16th this morning
squared the yards with a
fair wind, saw a Grampers
close to the ship, these two
four hours pleasant with
a few squalls and a light
wind, steering her course. $SW\frac{1}{2}W$

Dec. 17th this morning
sent down the main sail
and mended it, bended it again
in the afternoon, saw a school
of porpoise, and a barkentine
right ahead, the wind shifted
four points, changed her course
 $S.W.B.W$. Dec. 18th this

morning saw a sail of our
lee quarter, saw a large streak
of dead blit, that comes
from a sick whale, heading

$S.W.B.W$

Dec. 19. th This morning saw
a sail off our lee beam, these
twenty four hours, heavy
squalls and light wind, took
in the jibs, staysails, spanker
gaff topsail, fore top gallant
sail, and fore top sail, clewed
up the mainsail, the ship
changed her course, on change
of wind S.W. $\frac{1}{2}$ S. fair wind.

Dec. 20. th This morning sent
down the main lower top sail
and mended it, bent it again
this afternoon, saw a brig
on our port bow, we are
sailing dead before the
wind, under fore and main
courses, and fore and main
topsail and the main top
gallant sail, took in the
fore top gallant sail, today
we are five months from
New Bedford, these twenty
four hours, clear with stiff
breeze and heavy high
swells, ship steering S.W. $\frac{1}{2}$ S.

Dec. 21. th Today sent down
the fore lower topsail, and
repaired it, bent it at 3 PM

to day it has been the hottest
day we had since we are out
from home, this afternoon
we saw a water spout, about
two miles off, it is dead calm
there are heavy swells, it
looks like as if we were
going to have a gale of wind
all sails set, steering S.W. $\frac{1}{2}$ S
Dec. 22nd this morning
sent down the fore upper
top sail and repaired it,
bent it in the afternoon,
saw a sail on our lee
starboard bow, had very
heavy swells and light wind
all last night, there has
been two men fighting
with drawn knives and
drawn blood, they were
bit in irons for two weeks
on bread and water, set the
jibs and the main staysails
ship steering her course S.W. $\frac{1}{2}$ S
Dec. 23rd this noon broke
out a bbl of ham, saw a
large turtle a school of
Grampers and black fish,
sighted a sail on our starboard

quarter, it was a bigentine,
about six o'clock to night
she crossed our stern, and
sailing off the starboard
side about $\frac{1}{2}$ mile off, she
is steering the same course
as we are, she is the fastest
sailer we ever saw, for she
left us clear out of sight in
less than three hours, sailing
twelve¹² knots an hour, we got
out off the trade winds
last night, to day we are in
latitude 27(5). and 42.38. West.
clear with a light breeze and
light swells, steering S.W. $\frac{1}{2}$ S.

Dec 24th this morning
put some new rigging on
the mizzen mast, filled
the tank with fresh water,
took down the fore mast
hoops and put canvas on
them, to day foggy and
strong wind, ship steering
her course. S.W. $\frac{1}{2}$ S. Dec 25
this morning employed
making spun yarn and
sharpening loances, and doing
other various things, fore

and main yards all square,
going before the wind, to night
at 6 o'clock there was a great
shouting from aloft, there
she white waters, where away
cried the Capt, two points on
the lee bow sir, the Capt went
aloft but they did not see
it again, ten minutes after
wards there was a shark
about 15 foot long, passed
the ship, these twenty
four hours, foggy and cloud
weather, with a heavy swell
and a stiff breeze, ship
steering her course. S.W. $\frac{1}{2}$ S.

To day we are in latitude
(32) very near to our whaling
ground. River Platt is in 35.

Dec 26th about two o'clock
this morning, had a heavy
squall of rain and wind,
took in the main and fore
gallant sail and furled
them, at seven o'clock we
set all the sails we took in
and the spanker, gaff top
sail, main top mast stay
sails and jibs, the wind

shifted clean around, so we
had to steer full and by, about
six o'clock they cried from aloft
there she blows, where away,
on the lee beam sir, there
was a school of killers, saw
a large turtle pass the
ship, the wind shifted
again and we are steering
her course, S.W.B.S. Dec 27th
This morning broke out
for butter and water, wore
ship early in the morning,
watch employed making
spurn yarn and senate,
there was a large quantity
of dead bit passed the
ship, there was a cry from
aloft, sails ho!!! on the
weather beam, it was a
brigentine, saw some blows
ahead but could not make
them out, wore ship at 5^o
it is a dead calm all day, with
heavy swell, this evening light
breeze, ship steering close to
the wind, heading S.W.B.S. $\frac{1}{2}$ S.
Dec. 28th, last night at (11)
o'clock it came up a heavy

squall, so we took in the fly-
ing jib fore and main top
gallant sail and mizzen
top mast staysail and the
gaff top sails, a merchant
bark passed our bow this noon
heading about E & N. watch
employed making senate,
we said the main top
gallant sail at 11 o'clock,
saw a school of porpoise
to day there is a heavy sea
running, wore ship at 7 o'clock
blowing very hard had to
take in the main top gallant
again, ship steering full
and by, heading W. N. W.
Dec. 29th last night it
came a dead calm and still
continues through the day,
this morning send down
the main upper topsail,
and mended it, bent it
again in the afternoon, saw
a school of grampers, square
the yards with a fair wind
these twenty four hours
heavy swell and pleasant
weather, ship steering all point

Dec. 30th this morning
watch employed making
senate and spurn yarn, saw
large albatrosses around the
ship, the yards all square
there twenty four hours
pleasant with light swells
steering her course. W.B.S. $\frac{1}{2}$ S.

Dec. 31th this morning saw
a merchant bark on our
port bow, heading E.B.N.
this morning about 9 o'clock
took in the main and fore
lower top sail, and main
ail and foreail, it has been
raining hard, this afternoon
it is blowing a gale of wind
we hoisted the boats on the
upper cranes, the ship is
rolling and pitching, at
4 o'clock we laid to, the
ship steering S.W.B.W. $\frac{1}{2}$ W. at
sunset we took in all sail
except the storm stay sail
and spencers. Jan. 1st
this morning weather moderated
down to a light breeze, we
set all sail, watch employed
slushing down, fore and aft,

saw a big turtle, sea hens,
porpoise, and grampers, and
goneyes, the weather pleasant
with light breeze, and light
swell, the ship steering full
and by, at 7 o'clock the ship
heads, S.W. $\frac{1}{2}$ W, no signs of whales
yet, at sunset we took
in sail, at half 7 o'clock
the ship changed her course
to S.W.B.W. we have reached
our whaling ground at
last, the Rio De la Platte,
it has taking us two months
to come down here, Jan 2.
This morning set main
and fore upper top sail,
saw plenty of sea birds
around the ship, tacked
ship at 12 o'clock, today
steering full and by head
W.B.S, took in sail at sun
set, strong wind all day.
Jan 3.th This morning
down the gaff topsail and
mizzen top mast staysail
and mended them, bended
them in the afternoon, saw
a very large school of gramp

pers, to day dead calm with a heavy swell, ship steering full and by, at sunset took in sail, heading W.B.S. $\frac{3}{4}$. S. Jan. 4th at sunrise set all sail, with a strong breeze, broke out fore Molasses, to day the ship running three points free heading S.E.B.E. it was calm all last night, this noon we were about opposite the mouth of the river platte, to night we took in sail and wore ship, steering full and by, saw grampers breaching ahead the ship, pleasant weather with strong wind. Jan. 5th this morning set all sail, light breeze this forenoon, this afternoon strong wind, took in the fore and main upper topsail, spanks and jib, saw finback breaching ahead the ship, to night it is blowing a gale of wind, took in the main sail, foresail, fore lower topsail, set the try sail or spencers, the ship steering full and by.

under main lower top sail,
spencers, and storm staysail
laid to all night, with a
heavy sea running.

Jan. 6.th This morning saw
a sail, bound to the East
Indies, about 9 o'clock saw a
nother sail ~~write~~ ahead. the
ship, coming towards us,
she looked like a whaler,
as she neared us we found
out she was a merchant
men bound around the horn
as she came close too, she
wore ship steering the same
course as we were, we hoisted
the american flag, and in
answer she put up the
English colors, we exchanged
longitude with her, our
longitude was 51.18° W. hers
was the same, she has been
in sight all day with short
sail, at 7 o'clock we could
see her make sail, and she
soon left us, This after
noon saw plenty of albatross
they are as big as an eagle
blowing strong with a

heavy sea running, set spunk
fore and main top sails, main
sail and foresail and jib, at
sunset we took in sail, set
the try sail, steering full
and by. heading W. S.W. saw
a spout but could not make
out what it was. Jan. 7th 11"
this morning the weather
moderated down to a light
breeze all most calm, with
a heavy swell, the sea
running so high that we
had to take in the fore top
gallant sail and flying
jib, at half past eleven went
ship, to day putting lanyards
in the boats, so when we get
stowed, we can lash the
oars to the gunwales, so
when the boat fills with
water it cannot turn over,
the gaff top sail sheet
parted, but we soon spliced
it again, saw a bark on
our port bow, the ship steering
full and by, at sunset took
in sail, pleasant weather
but chilly, all well.

Jan 8.th this morning saw
some grampers, and sighted
a full rigged ship of our
weather bow steering S.E.
this afternoon saw a sail
ahead the ship, she was too
far off to make out what
she was, supposed to be a
merchant men, set all sail
and squared the yards,
steering South, wore ship
once to day, at sunset took
in sail, ship on the wind,
pleasant weather with part
calm and light breeze, saw
two whalers in the distance.

Jan 9.th at sunrise set all
sail, saw jumpers breaching
and a school of skip jack
we squared the yards steering
her course S.E.B.S. at sunset
took in sail and braced the
yards, hove around on the
starboard tack, these twenty
four hours all most a calm
with cloudy and foggy weather.

Jan 10.th this morning at
sunrise had rainy weather
and a strong wind, we

set fore and main courses,
fore and main upper topsail,
jib and spanker, it began
to blow hard so we had to
hurl all sail except the fore
top mast staysail main top
mast staysail and main
lower top sail, set the
mizzen spencers, it has been
blowing a gale all day, at
5 o'clock this evening they cried
out, there she breaches, but
could not make out what it
was, wore ship and said too
Jan 11.th. this morning a
strong wind we are under
short sail, we sighted a
sail on our weather bow,
soon after we sighted two
more sails, one was a
merchant men and the other
two was whalers, the name
Adeline Gibbs of N.B. Capt
Snell, the other bark Draco
of N.B. Capt Peack, we gained
them this afternoon, they have
been in the grounds a month
they saw and gained the
Josephine, ten thousand

Gaslin, Pacific, and Cormorant
Morris, all of N.B. the
Steline Gibbs got 250 bbl
of oil south of the line, they
told us that the bark Everitt
of N.B. got lost in a hurry can
in the culf stream, a brig
passed by the day after, and
picked up all the men out
the boats, the C. Morris has
seen two whales, but blowing
a gale of wind could not lower,
the St. Gibbs have gained the
Midas of N.B., they brought the
news, that the Sen Thomas
Gaslin is bound home, she is
from the northwest of
Cracius, but around here this
season, this afternoon we
saw another sail, it was the
C. Morris, we all laid too,
because it is blowing gale.
Jan. 12th This morning the
Drako was of our stern, about
one mile off, and C. Morris and
St Gibbs about six miles off.
C Morris tacked ship about
6 o'clock and came down to us,
they lowered their boats and

came aboard, and our mate
went aboard their ship, it was
blowing a gale and sea washed
in the boats, we stopped till
noon and came back, they were
out of beef so we gave them
a cask of Beef and Pork, and
they went off, these twenty
four hours a gale with thunder
and lightning and heavy sea
and rain, yards all square
heading N.E.B.W. Jan 13.th...
at midnight it began to
blow harder than before,
and it still continues all day
saw six whales today, laying
too under main spencers, top
sail and storm staysail,
heavy sea washing over the
ship, pumped all day.
Jan. 14.th This morning the
weather moderated down to a
strong breeze, set all sail,
saw C Morris on our weather
bow, but she soon got out of
sight, saw a merchant men
with all sail out, broke out
for water, we tacked ship
3 times today, heading South.

Jan. 15th this morning saw a
sail of our lee quarter, about
6 o'clock this morning we
heard the cry there she blows
where away asked the Capt, of
our lee beam sir, a lone whale
asked the Capt, no sir a whole
school of them, we called
all hand, while we were
getting the boats ready, they
went down, and that is the
last we seen of them, sighted
another sail on our weather
bow, we eluded up our main
sail, for her to come down
to us, she soon came down
and gained her, her name is
Andrew Higgs of N. B. Capt
Howland, she is forty two
months out from home, she
has got 15.000 lbs of sperm
oil, one of there men fell
off the top sail yard and
got bruised badly, they
told us that the Kathleen
of N. B. got wrecked on the
Islands of Floras, all saved
but the ship lost, stiff
breeze and light well. steering
full and by

Jan 16. th₁₁. This morning we
saw grampers, it is blowing
hard, we are under short sail
this noon tacked ship, and
running free, steering S.S.E.
these twenty four hours
squally with rain, thunder
and lightning, steering full and by
laying too under main top
sail, storm staysail, main
top mast staysail and foresail.

Jan. 17. th₁₁. This morning set
all sail, about 9 o'clock we
sighted sperm whales, on our
larboard, we lowered the boats
for them, we chased them till
1 o'clock when the Capt hoisted
the colors up the mizzen
peak and we came aboard,
we got the boats on the
cranes and squared the yards
and went after them, we
sighted them again at $\frac{1}{2}$
past four o'clock on our
larboard quarter, about
two miles and a half off,
we called all hands, and
got the boats ready, we
soon lowered down after

them, we chased them till dark
and came aboard, for we could
not catch up to them, they were
slow on top the water, but
under water they went fast,
came aboard at 10 o'clock, we
got within a $\frac{1}{4}$ of a mile, when
they went down and went like
the Devil, took in all sail, and
laying too, with a light breeze.
Jan. 18th: the day break at $\frac{1}{4}$
to four, saw a sperm whale
blowing on our larboard quarter
about $\frac{1}{4}$ miles off, we called
all hands, and got the boats
ready, and lowered away,
we chased them for some
time, but could not reach
them, they went to the windward
like a steam boat, they soon
went down and the boats hove
up, waiting for them to come
up, we waited in vain for
they did not come up, so they
hoisted the colors up the
mizzen peak, and we
came aboard, got the boats
aboard, and squared the
yards, steering full and by,

saw sunfish and mothercargys.
chickens, we saw blows this
afternoon, but did not see them
again, weather pleasant but
blowing strong, we are laying
too under short sail to night,
took in the lower and upper
topsail, laying too under
fore courses, storm staysail,
main lower topsail, and
main spencers, heavy swells.
Jan. 19. th: this morning we
set all sails, broke out for
Bread and Vingar, this afternoon
we saw two sails on our
weather beam, they are running
towards us, saw a school of
turtles pass our ship, sent a
boat down and got three big
ones, last night it rained hard
with thunder and lightning,
and a heavy sea, this evening
one of the ships came down
to game, her name is Charles
Morgan, and the other the
modore Morris. all of N. B.
the Morgan is (9) months from
me with (225) bbls of oil,
he is two weeks in the ground,

but seen know whales, she
wore ship and so did we, we
on the port tack, steering N.
Jan 20th this morning we set
all sail, this morning three
sails in sight, there was two
whalers. The C. Morriss and the
C. W. Morgan, and a merchant
brig, bound around the horn.
The C. W. Morgan in sight at
day, it is mostly dead calm.
we tacked ship four times
to day, about $\frac{1}{2}$ past four
they cried out, There she
breaches, where away, two
points on the weather bow
how far off, about 3 miles
sir, could not make out
what it was, for we never
seen him again, we have
been running three points
free under all sail, steering
EBN. at sunset took in sail
and wore ship, to day we
are six months from home
with 380 bbls of sperm oil.
Capt Finckham of C. W. Morgan
Jan 21st this morning
we set short sail, we

five large Albatrosses, saw
two grampers and one finback,
the Capt offered 20 bbls of
tobacco for any man that
would raise a 100 bbls whale
to day blowing hard with
steady rain, took in sail to night.
Jan. 22nd. This morning we
set all sail, with a light wind
we had all sail taken in
before night, it is blowing a
gale this afternoon, we are
under short sail, having
heavy squalls of rain, saw
turtles, finbacks, porpoises,
and black fish, broke out for
sugar and meal, sent down
the main top mast staysail
and mended it, then we
heard them cry out, there
she breaches, right ahead sir,
it was a grampers, there
was a sail in sight to night
about 8 miles off, supposed
to be a whaler, to night the
gale is increasing, we short
ened sail, we are laying too
under main top mast stay
sail and fore top mast stay

sail, and main spencers and
main top sail :: Jan. 23.
this morning the gale is
blowing stronger, it is clear
not a cloud to be seen, heavy
sea washing over the ship,
at 12 o'clock it is blowing strong
with heavy seas, one sea
shipped which nearly carried
away all the boats, ship
heads about S.S.E. about 20
minutes of four this after
noon, they sung out, there
she blows, the watch was
called, and got the boats
ready, and the 1st. 2nd. and
3rd mates lowered away,
and chased them till 9 o'clock
in the evening, then we came
aboard, one boat would have
struck if he had blowed
once more, but he turned
flukes and went down,
this evening the gale has
moderated down to a strong
strong breeze and heavy
sea :: Jan. 24th 1st this
morning raised the C. Mo
off our lee quarter, at 10 min

past 4 o'clock. raised a large
school of sperm whales, we
lowered all the boats and went
after them, we had been
chasing the whales about (3)
hours. when all off the Com.
Morris boats came up the two
ships mated about noon, and
all the 8 boats went in pursuit
of the whales, at about 2 o'clock
our 3rd mate struck a whale, and
he and one of the other boats
killed him, Com Morris being
the nearest ship, so she took
the dead whale along side,
the other (6) boats chased the
whales untill sundown, when
the signal was raised for
the boats to come aboard,
as the 2nd mate and 1st
mate got near the ship
our second mate want to
cut out ^{of the} mates way, when
he tacked and capsized and
all went in the water, the
starboard boat was the
nearest and he picked them
up and brought them
board, the boat damaged a

good deal, by towing it to the ship, our 3rd mate was on board of the Com. Morris with his crew to stop all night, we took the 2nd mate of the Com on board of our ship, it was 11 o'clock when we went below our 1st mate got fast to a whale this afternoon, but both the irons ^{drawed} out, strong wind with heavy swell.

Jan. 25th. This morning at 6 o'clock the Com. Morris boat and our Capt went to the Com and at 7 o'clock our Capt, 3rd mate and crew came back this morning about 11 o'clock I raised some sperm whales, about 2 miles off, it being rough and large sea caps so we could not see them again, we repaired the boat that capsized and launched it, the Com. has been in sight all day, she is about 4 miles off on our weather bow, at sunset took in sail and wore ship steering close to the wind

Jan 26th: last night we had heavy rain, it began to blow quite hard at 4 in the morning after the 7 o'clock it began to blow harder and heavier so that we had to take in the main topsail and run under storm staysail and main spencers, shipping heavy seas all day, once this afternoon the ship rolled and put her starboard side ~~side~~ under, so that the main yard touched the sea, any of us could not sleep, for the ship rolled so that it throwed us out of our beds, at 2 o'clock this afternoon we sighted the Com. Morris off our beam, about 5 miles off, at 6 P.M. it began calm down, at 7 we set the main topsail, there is a heavy sea running, we had to lash the boats with their falls to ~~the~~ ^{the} keep them from being carried away, pumped ship all day.

Jan. 27th: this morning the Com. Morris was in sight off

our weather bow, she was
in sight all day and try-
ing out, this morning the
gale has moderated down
to a light breeze, we set
all sail, very heavy swell
on today, we have been
employed sewing sail, it
has been a pleasant day, we
have been running free
this afternoon steering
ENE, at sunset we took
on sail, and wore around
on the port tack, saw
flying squid and twittes.
Jan: 28th This morning about
(3) o'clock its blowing a light
breeze, at 7 o'clock its blow-
ing a strong wind, at 9
o'clock it ~~was~~ blowing a
gale, then came a sail in
sight at $\frac{1}{2}$ past (4), we
looked sharp, and found out
it was the Com. Morris, it
blowed so hard that we
hove up in the wind, we
were running before the
wind all morning, when
we hove too, there was a

heavy sea struck us, and completely covered us, it went as high as the fore yard, we were under lower topsails, foresail and staysails, about 11 o'clock we saw the Com raise their colors up the fore and mizzen mast, she had whales in sight, that's what the colors were up the fore mast head, and the colors at the mizzen were for us to mate with her, we put the colors at our mizzen for the answer yes, we called the watch that was below and got the boats ready, neither of us seen the whales again, we wore ship a number of times, this afternoon we saw a school of killers pass our stern, at $\frac{1}{2}$ past 5 o'clock the Com passed two ships lengths from us, to night we took in sail and wore ship, we are on the same tack as she is on, we are under lower top sails, storm

staysails and main spencers,
it blows very hard and a
heavy sea running, our
fourth mate is ill, all the
rest well, this evening the
Com. is off our weather quarter
we have been beating to the
windward all day, plenty of gones
Jan. 29th there was a
strong wind all last night,
this morning about 5 o'clock
there was a heavy squall
struck us, it lightened and
thundered and rained in
torrents, we never saw such
a heavy sudden squall
in our life, we thought it
would take her mast right
clean out, about $\frac{1}{2}$ past 9
we saw Com. off our be-
low, we wore ship then,
this evening the Commodore
is on our weather bow about
4 miles off, we set the
main sail, foresail, spanker
and jib, we are still beating
to the windward, we are
following her where ever
she goes, at sunset took in sail

Jan. 30th: This morning set
all large sail and were
ship, we sighted a sail on our
weather bow, running toward
us, it was the Commodore Morris
she came close too, and put
her colors up for us to come aboard
we lowered the waist boats
and the Capt and a boats crew
went aboard, and then the
1st mate, cooper and boats crew
came to us, we gained all
day, this evening she came
running down to us, we
broke out 3 casks for the oil
we got the other day, we
towed them to the Com, then
our Capt and crew came back,
the whales we got the 24
the Com cut in and tryed him
it made out 52 bbls, which
26 bbls is ours and 26 the Com,
the Com has lost 3 men,
at sunset we took in sail
there is a strong breeze and
heavy sea, the weather is
cloudy and foggy, all well.
Jan. 31st: This morning we
set all sail, we saw Com

Morris on our lee beam, about 10
o'clock we sighted another sail
ahead of the ship, with her
main yards back and her
boats down, then we lowered
our boats and chased the whale
about $\frac{1}{2}$ past 4 the ship
hoisted their colors for to mate
we chased the whales till
near sundown, our boat
got close to him, when he
struck his great flukes
in the air and went down
we layed too for him to
come up, when he came
up it was (10) minutes before
sundown, he came up a
ships length from the
1st mates boats, he went up
to him, and put one iron
into him, no sooner than
he felt the iron, he rolled
over and took the starboard
quarter of the boat in his
great jaws, and chewed
it and then started, we
mated with the other ship,
and all the rest of the
boat went for the whale

no sooner the mate struck
and got stove, he cut his line
and set his signal, for some
one to take him and his crew,
our 3^d mate came up and
put ~~a~~ iron into him, then
the starboard boat came
up and put a bomb, lanced
him 3 times and then he
spouted blood, and he went
for the mate for he was
mostly sunk, the rest of
the boats killed the whale,
about $\frac{1}{2}$ past (7) the whale
went in his flurry and
through his flukes dangerously
around on top of the water,
we killed him about 9 o'clock,
then 2 of our boats and 2 of the
other ship towed the whale
to the other ship, the ship's
name Pacific, Capt Borden
of New Bedford, we came
about about 12 o'clock, took
in sail and had supper, and
went and had a sweet sleep.
Feb 1st it was dead calm
all last night, about (5)
o'clock this morning the

Pacific was about three miles
astern of us, at half past 5
we raised a school of whales,
we lowered the boats and
chased them, at about 9 o'clock
our 1st mate darted on iron
at a large whale, but it
jumped off like india rubber
at 10 (AM) the boats came aboard
we have seen all day whales
but they were going to the
windward so fast that we were
unable to come up with them
we have seen (4) whalers to
day, one passed us about 3 PM
it was the Hureules of N. B.
there was a whaler up the
windward, with a boat fast
to a whale, he was spouting
blood, at sunset took in
sail, got a boat off the
house in place off the stove
one, the whale we got
yesterday made 100 bls.

Feb 2nd: this morning light
breeze, we set all sail, we
saw two sails, one was coming
in and the other was the
Hureules, about $\frac{1}{2}$ past (12)

we raised a school of whales,
in our lee bow, we got the
boats ready and lowered the
1st and 3rd mate, they were
down an hour and a half, but
could not come up with them
for they were going to the windward
very fast, the Capt hoisted
the colors up the mizzen peak
and we came aboard, then
we braced forward and went
in pursuit of the whales, we
have been going to the windward
all day, they whales in sight
all day, but could not get to
them, meanwhile fixing the
stowed boat, weather fine
with steady breeze, saw a
school of jumpers breaching
Feb. 3rd this morning set the
top sails, mainsail, and foresail,
finished the boat to day, broke
out for water and molasses, it
has been blowing strong, at
4 it began to rain and blow
harder, at 7 o'clock it blowed
a heavy hurricane, the Capt
said he never seen it blow so
hard in his life, took in all

sail and running before the
wind bare ~~poles~~^{poles} poles, we
lashed everything that was on
deck. or else the seas would
wash it off, at 12 o'clock
midnight it cleared up, it blew
strong with a heavy sea on.

Feb. 4.th This morning at (4)
we set short sail, at six it
came up a heavy gale, we are
running under storm staysail
and main spencer, have been
shipping seas all day, this is
a heavy sea running at 9 o'clock
more moderate, we set the
main top sail, this was a
ship passed us last night
about 11 o'clock, she was trying
out, no mast heads to day.

Feb. 5.th This morning we
saw two sails, one was the
Hercules and the other unknown
we set the mainsail, foresail
and fore upper top sail, at 8
o'clock it began to blow a gale,
we took in all sail except
the main lower top sails,
main spencer, and fore top
mast staysail, we run down

towards the Hercules and hove
too on the port tack, at 3 clock
this afternoon it began to
increase, we furled the main
topsail, we are under main
Spencer and fore staysail, in
dog watch we shipped a heavy
sea ~~over~~ over our bow, and very
near wasting every one over
board, at $\frac{1}{2}$ past 6 we shipped
another over our quarter,
covering the after part of the
ship completely up, knocking
the larboard boat off the
cranes, we put her on again,
at 7 the Hercules run down
past our stern, she is laying
too under mizzen staysail,
and fore staysail, about a
mile off, it blowed heavy
all the night long, this is
a heavy sea running, the
weather clear, to day saw
cowfish breacking on our lee
beam, they would jump 6
feet in the air, and then
come down with a splash,
sending the water all round
Feb. 6. th₅ This morning the

weather moderated down to a
light breeze, we saw the bar
thunder 5 miles off our lee beam
we set all the sail except the
fore top gallant sail, gaff top
sail and flying jib, this is
a light breeze and a heavy
swell, it has been a pleasant
Sunday, at sunset we took in sail
Feb. 7. th This morning strong
wind, we have been running
before the wind, steering S.E.
we are searching for the Pacific
to give her casks, for the oil she
has got for us, this morning
broke out shocks, for the
cooper to set up casks, today
fixing the windlass, at 4 o'clock
we launched the stowed boat,
and put it on her crane, took
the other boat and put her on
the house, we saw a timber
floating by the ship, it has
been a pleasant day, with
strong wind, to night it came
up squally and foggy, to
day we have been under fore
and main lower top sail and
foresail, at sunset we took in

fore sail and furled it, and braced
the yards, we are laying too on
the port tack, we set the
main spencers last night,
took in the fore topsail in a
squall, wore ship at midnight.
Feb. 8th This morning we were
running before the wind,
steering N.W., under top sails,
about $\frac{1}{2}$ past (11) sighted a sail
a $\frac{1}{2}$ point on our weather bow, sent
down the foresail and mended it,
saw a large school of sharks
along side, at half past 12 we
come up in the wind, set the
mainsail; the sail is off
our bow about 3 points, on
the same tack as we are, at
1 o'clock we sighted another sail
on our weather beam, the two
of them run down to us, one
was the Commodore Morris and
the other the Pacific, at 4 o'clock
we lowered the bow boat and
went aboard the Pacific, we
gave her six casks to put
our oil in, the whale made
96 bbls, the Com. Morris
caught a whale that made

158 bbls, we staid aboard till 11
clock and came back, and went
on the port tack close to the wind
took in the mainsail at sunset
these twenty four hours strong
wind and damp weather.

Feb. 9th this morning squally
with lightning, ~~thunder~~ and heavy
shower of rain, we sighted a sail
after we wore ship on our
starboard bow, we set all sail
after the squall light breeze
with heavy swell, the watch
employed sewing sail, wore
ship this noon on the port
tack, steering N.N.E. this afternoon
there was a heavy squall struck
us, it parted the main topmast
staysail and the stay, these
twenty four hours very wet
with heavy squalls. Feb. 10th
this morning sighted three
sails on our lee bow, we wore
ship then heading W.B.N. & N. to
get away from them, we set
all sail, with a light breeze,
send down the staysail stay
and repaired it and set it up
at 2 o'clock two sails out off

sight, the Pacific about 5 miles
off our weather quarter, saw a
school of grampers close to
the ship, at three o'clock it
came off dead calm, at $\frac{1}{4}$ of 4
we wore ship on the port tack
at sunset took in all sail.

except the main and fore lower
topsail, foresail, storm stay
sail, spencers, and main top
mast stay sail and laced to
for the night. Feb. 11th

This morning we set all sail,
with a light breeze, sighted
a sail on our lee bow, trying
out she was the Com. Morris,
Dead calm all night, at 10 in
the morning a heavy breeze
came up, so we squared the
yards and run before the wind
heading S.S.W. at sunset took in sail.

Feb. 12th This morning at $\frac{1}{2}$ past
5 we came up in the wind on the
starboard tack, with a strong
wind, we took in the mainsail
and clued up the foresail,
at 8 o'clock we set the main
sail and foresail, sighted a
sail on our weather beam,

she was a whaler, took in the
mainsail at 12 (P.M.) to day we are
Six thousand and five hundred
miles from New Bedford, it has
been cloudy and foggy all day
with a strong wind, wore ship
at half past one, at sunset took
in the foresail and furled it.
saw the barks bog light last
night that was trying out.
Feb. 13. th₁₁ this morning saw
Com Morris on our weather
quarter, we seen her ~~tack~~ ship
and haul her yards back, we
looked all around and raised a
school of whales on our port
quarter, about 5 miles off, we
called all hands and got the
boats ready, we wore ship
and went after the whales
which were about 1 point on
our starboard bow, we came
close to them about two ship
lengths from them, when we
hauled our yards back, and
lowered the bow and waist
boat, it blowed a strong wind
and the seas filling the boats
so that they could not get

near the whales, they were
running to the windward like a
devil, then the Capt put up
the colors and we came aboard
half drowned and the boats
filled with water, we got
the boats on the cranes and
braced the yards foreward, and
went after the whales again
which were far up the wind
ward, at 10 o'clock it is blowing
a gale and heavy sea washing
over our deck, we had to furl
all sail, except foresail, main
lower topsail, spencer, and
storm staysail, this after
noon we sighted a sail
off our lee quarter, it was
a merchant bark, at 4 o'clock
the weather moderated down
to a strong breeze, with a
heavy sea running, wore ship
and set the ^{fore} lower top sail, the
Com is on our weather bow, 4 miles
off, on the tack as we are, saw
big schools of Albatrosses flying
around the ship, at sunset
took in the fore lower topsail
light breeze, heavy swells and squalls.

Feb. 14. th ~~th~~: this morning we set
sail, saw two sails, one on the
weather bow and the other ^{on the lee} bow,
the one on the weather bow was
the Com Morris and the other
the Midas of N.B. she hoisted
her colors for to gam, we returned
the signal, we kept on our
course steering W.B.N. we kept
on our course till nearly out
of sight, then we squared our
yards and run down to her, we
reached her about 4 o'clock,
then she hoisted her black
flag for us to come aboard,
we lowered our starboard
boat and went over, then
a crew from the Midas came
to us, we hoisted the boat
and braced forward, and
went off close to the wind
in company with the Midas,
at sunset took in sail, the
Midas is four months from N.B.
and has not even seen a spout,
^{she} struck porpoises, blackfish,
and a sunfish, she belongs
to New Bedford, Capt Lapsman
she came on a straight passage

from Bedford to River Platte, she
run into Bravo for some men,
she was in latitude 48, South
and her passage up North, fine
weather all day, with light breeze
wore ship at midnight. Feb. 15.
This morning we set all sail
with a light breeze, we saw
the Midas off our stern and the
Com. Morris one point on the
weather bow; at $\frac{1}{2}$ past (9) we
saw the Com running off free,
at (10) o'clock there was another
sail came in sight, off the
starboard quarter, broke out
in the main hatch for bread,
the Com at 3 o'clock out off
sight, the Midas and the
other sail at sunset off our
weather starboard quarter,
we have been steering. S.E.
all day, at sunset took in
sail and wore ship, tonight
steering close to the wind
heading ~~NW~~ NW. Feb. 16th.
we had a dead calm all last
night this morning there is a
light ripple on the water
there was even no swell

the pleasantest day we have had
since we have been to River Platte
we sighted two seals both on our
lee bow 5 miles off we saw a
school of grampus and school
killers close by we tacked ship 3
times this morn at 10) we sail now
out of sight at 12 m) we sighted
another sail off weather bow
we set all sail this morn at sun
this afternoon at 3) o'clock the sail
ahead was running down to us at
5 o'clock she came close by us and
lowered one of her boats and she
came aboard of us their 2nd mate
and capt came aboard of us and
our 1st mate and a boats crew
went over to her it was the Bark
Andrew Hicks of New Bedford
the one we gained about a month
ago since we saw her last she
she has got 170 blbls of sperm.
she got one whale that 1st of
Feb that made 150 blbls and on
the 10 of Feb she got another
that made 60 blbls she lost 45
she chased a whale that had a
number of iron into him they
could get no further than a boats

length to him because he would
keep his flukes thrashing about
him we gained till near 11 o'clock
and then we came aboard at 4
this afternoon a light breeze
at 12 midnight a strong breeze
at sunset we took in sail we
have been steering northly course
all day when the And. Flicker gets
60 lbs more she is homeward
bound this is her last season she
has been out (42) months from
home got (1670) lbs sperm The
man that fell from the topsail
yard is on deck now and most
well the jomus and crew all
well at the present time Feb 17
this morn we righted the And.
Flicker a mile off our lee port
how we wore ship at sunrise
and set short sail And. Flicker
went around before the wind
till she got about (8) miles off
and then she bore too on the
port tack steering (E) we
righted another sail ahead
the ship we then wore ship
again then the sail was on
our weather starboard quarter

about 10 o'clock they cried out
from aloft their she breacher
twice when array asked
the capt 2 points on the lee
and about 4 miles off we
run free for 1 hour and then
hove up into the wind we did
not see it again the other
ship saw us and then she run
free the And. Hicks was out
of sight at noon other ship
supposed to be the midas at
1 o'clock was two miles off our
weather starboard beam about
 $\frac{1}{2}$ past 5 they cried out
breacher on our lee beam we
run before the wind about 3
miles off and then hove up
into the wind the wind we did
not see it again the midas
is 5 miles off our weather
starboard bow 4 points at
sunset we took in sail the
midas took in sail and now
ship on the port tack we have
been steering full and by
heading (W.B. $\frac{1}{2}$ N) we are going
to the wind and every day to
day strong breeze and cloudy

rather with a light swell to
right light wind all well
Feb 18th this morning it began
to rain it cleared up about 10
we saw a sail off our stern we
began to run before the wind ~~the~~
steering (NW) we set all sail
with stiff breeze at 1 o'clock
we run up into the wind on the
starboard tack heading (SE)
we hauled up the main sail to
see if the other ship wanted to
go on she did not and she went
out of sight about 1/2 past 4
this afternoon at sunset we
took in sail and wore ship on the
port tack heading (E, B, N) about
6 o'clock we sighted a large
lick off our weather bow a
quarter of a mile off. There
was a carker and about 200
birds around and on it we are
all well Feb 19th this was a
strong wind all night and
still continues through the
day, there is a heavy sea on
the morning, saw two sail
off our starboard beam, one
was the Com. and the other

the Pacific, we wore ship,
the Com. did the same, at
noon wore ship again, saw
a school of algerines close
to the ship, at sunset took
in sail and wore ship, the
Pacific was on our weather port
quarter, and the Com off our
lee starboard bow, these
twenty four hours, very cold
and heavy showers of rain.
Feb. 20.th This morning we
set all sail, saw the Com. off
our starboard quarter, mostly
out off sight, she was out
off sight at 7 o'clock, light
breeze early this morning,
after breakfast it began to
blow harder all the time,
so we began to take in
sail, at night we had all
sail taking in except topsail
spencers, and stay-sail, in
^{the} afternoon blowing a gale and
a heavy sea running, very cold.
Feb. 21.st last night the wind
went down to a light breeze,
this morning it began to
blow again the same as yester

Day, we set the foresail and fore
lower topsail, this afternoon
we set the spanker and jib,
the wind moderated down
towards evening, at noon
we sighted a sail, merchant
man off our lee bow, she was
steering S.S.W. supposed to be
going around the horn; wore
ship once, this afternoon
commenced to run free, steering
course N.N.W. at sunset took
in the foresail, jib, and wore
ship on the starboard tack
heading S.S.W. western wind to
day, saw a ^{school} flying squid,
clear with light breeze.

Feb. 22nd this morning we set
all sail with light breeze we wore
ship at (7) heading S.W. we saw a
school of killers today it has been
very wet day squally lightning
thunder with heavy rain this after
noon we tacked ship took longitude
at (5) o'clock and we are steering 3
points free heading (N.W.) fair wind
for port there are a great many birds
around the ship at sunset we took
in sail we are under fore and

main top mast staysails main
lower top sail and we set the
main spencer for it looks like
a gale there are great heavy
clouds along the horizon it is blow-
ing strong at (7) this evening our
reason is very near up at river
Ola Platte. Feb 23rd this mor-
ning we run before the wind saw
a finback today going at lightning
speed we have been steering today
(S.S.E) (E.S.E) (E.N.E) before the wind we
luffed up into the wind on the port
tack steering (N.N.E) tonight we took
in sail wore ship on the starboard
tack heading (W.S.W) the weather
is cloudy and damp with stiff
breeze and heavy swell broke out
in the main hold and fore hatch
and stored down in the aft
hatch, per beef pork salt fresh
water stored down stush too in
the fore hold all is well. Feb 24th
had a strong wind all last night
this morning set all sail with light
breeze fair. this morning we saw
two large sails they were iron clad
full rigged merchant man this
forenoon we have been steering

NW) with yards square this morn
we commenced to steer (N. B E) close
to the wind on the starboard tack
we saw a ~~g~~errier - Today at sunset
we took in sail and wore ship on
the port tack it has been pleasant
with light breeze we are going
north every day all are well.

Feb 25th at 1/4 past 11 this morning
we sighted a sail on our weather
starboard beam it was a whaler
she went out of sight and half an hour
after we sighted her we sighted
2 turtles one piece of squid and
a fin back we set all the heavy
sail this morning with a stiff
breeze running about 2 points
free heading (NW) the wind chan-
ging all the time this afternoon
we have been steering (S B E) we
have been on the port tack all
day at sunset we took in sail
and wore ship on the starboard
tack heading (NW) weather cloudy
and wet with a stiff breeze
my birth day today I'm 20 years old
we are all well. Feb 26th

this morning we set all sail
saw two turtles pass the ship.

had rainy weather all last night, to day pleasant with a light wind, we have been steering W.B.N and W.~~N~~.W. To day at 9 o'clock we sighted a sail ahead the ship, we have been running towards her, for she looked like a whaler, at sunset took in sail and wore ship on the starboard tack, Feb. 27.th This morning we sighted the sail we saw last night on our lee port beam, we set all sail with a light wind, the sail we saw was a whaler name Hercules of N.B. The wind shifted five points, so it left us to the leeward and the Hercules to the windward, we have been steering our course N.W.B., after we wore ship the Hercules went off before the wind steering E.B.N., at sunset she was out of sight off our lee starboard quarter, at dark took in sail and set the main spinnaker

these twenty four hours blowing
a stiff breeze with cloudy
weather, heading N.W.B.N. Feb 28
last night there was a large
school of right whale por-
poises close to the ship, this
morning came another
large school of porpoises
right in under, our 3rd mate
got his iron ready and got
over on the head chains, they
were playing in under the
bow and the 3rd mate darted
and struck one in the side,
we hauled him on deck
took his blubber and put it
away; and strung him up,
on the main stay, had a
good porpoise meal, set
all all sail this morning
with a light breeze, saw
algerines breaching on our
lee quarter, we thought they
were sperm whales but were
mistaken, at sunset took
in sail and wore ship on
the port tack steering close
to the wind, heading N.E.B.N.
Feb. 29th last night their

was a heavy squall struck us
at $\frac{1}{2}$ past (9) o'clock and it lasted
till (8) in the morning, we
took in all sail, running under
bare poles, just as we got the
main topsail clewed up, the
squall struck, it rained,
lightned and thundered heavy
and blew a hurricane for
half an hour then we put two
jack lanterns up aloft one on
the end of the main gallant
yard and one on the mizzen
truck you could not see your
hand before you it was so
dark the wind changed and
we wore ship at 9 on the
starboard tack and set all
sail with a light breeze and
steering her course (NE) the
wind changed all the time
so we steered a number of
courses this fore noon we
have been steering 3 points
free this afternoon close to
the wind saw crabs at
sunset we took in sail
it is very near calm and
slightly cloudy we are in

latitude ⁽³⁶⁾ ~~37~~ south Mar 4th
this morn set all sail with
a light breeze we are on the
turt tack steering course (NNE)
we sighted a sail port bow
we neared each other all the
time it was the pacific she
is bound for the barbadors
she is steering course (S.S.W)
we halled up the main sail
to gain she reached us at
12 No she come down by our
tern our capt spoke to capt
Bordan told us to come over
and see him we cleared away
the starboard boat we lowered
away we had the capt and
a boats crew went over to our
ship. capt Bordan had his wife
and little boy with him we
remained till near 10 in the even
and then came aboard to war
a pleasant one it has been
clear and warm at sunset we
took in sail we are steering
(NNE) the day after we saw the
pacific last the pacific got
a whale making when stored
down (159) bids no how

making spun yarn this
forenoon. Made 2nd of his
morning we set all sail
with a light breeze the Pacific
out of sight we saw school-kill-
ers to day, the largest i ever
saw, they had a fin on their
back about five feet in length
they were so close to the
ship that the 2nd mate
fired his revolver at them,
did not hit him, this
afternoon there is a strong
wind, we took in the light
sail, at sunset took in
the fore topsail, carrying
sails night we are under
staysails, jib, spanker,
mainsail, main topsail
foresail and fore lower
topsail, it is cloudy and
damp weather, we have
been steering course, close
to the wind N.W.E. Track 3:
Last night we had squalls
lasted till this morn we
took in sail this morn it
cleared away with a dead
calm we set all sail at 9

at 1 o'clock the wind changed to
that giving us fair wind
(B W) and (N B E) the course we
have been steering all day
this afternoon there is a
light breeze we saw a
merchantman bound around
the horn at 4 o'clock very bad
weather rainy and foggy at
unset we took in sail we steered
before the wind under courses
and fore and main topsails
steering course N B W we broke
out in the main hatch for
molasses and vinegar and in
the after hatch for pickles the
watch to day employed
making spinn yarn Mar 4th
last night the wind came
around in our starboard bow
we have got head wind this morning
we set all sail with a light
wind saw a sail on our lee port
bow the wind changed W) we
tacked ship on the port tack
we sighted another sail on our
weather port beam these two
sails are merchantman we have
been steering course N W ½ W

all day at $\frac{1}{2}$ point 6) at dark
we took in the flying jib fore
gallant sail mizzen topmast
stay sail and the gaff top sail
there is one sail in sight on
our weather port beam to
night to night there is a
light breeze and cloudy
weather we are making ready
for payel for our next season
to the western grounds
Mar 5th this morn we set all
sail we took in last night
this fore noon we have fair
wind with three points free
leading NE $\frac{1}{2}$ N) this afternoon
it is blowing strong we
we have been going 8 knots
to day we squared the yards
at 2 o'clock with fair wind
they have cried out their blow
number of times to day they
were finlacker and compass
to night there is four sails
in sight one is a schooner
the rest is merchant barker
at sunset we took in sail for
it is blowing a gale of wind
we have too on the port tack

heading N N W we are luying
to under main top. scils main
yencer and fore stay sail their
in a heavy sea on to night
Mar 6th the gale has abated
it now dead calm about 10)
we sighted sperm whales on our
starboard bow we lowered away
at 4th part and we chased them
till sundown now was 8 miles to
the leeward of the ship we had to
to pull to the ship it is splendid
moonlight night we got ~~to~~ no
whales this time there is a heavy
well there is one merchantman
in sight at sunset we took in
sail and were ship at midnight
on the starboard tack

Mar 7th this morning there
is a strong breeze, at 5 o'clock
we raised two schools of sperm
whales, we were running
before the wind, these
whales were ahead of the ship
we luffed up into the wind
on the starboard tack and
hailed back the main yards,
and lowered away, we
chased them till 10 o'clock

they were going like lightning
speed to the Southern so they
were soon out of sight, we
came aboard and squared
the yards and went in
pursuit of them, but could
not see them any more,
we have got head wind
to make our passage, we
came up in the wind at (2
o'clock, heading N.B.E. $\frac{1}{2}$ E. there
is two merchant men in
sight one a bark and the
other a brig, at sunset we
took in sail and wore ship,
on the starboard tack, there
is hundreds of grampers all
around the ship, there is
a strong wind and a
heavy sea, we have had
hard luck to night heading
W.N.W. March: 8th last
night we had a gale of
wind wich lasted till eight
this morning, and then
we set ^{sail} ~~sail~~ with a strong
breeze, wore ship at 3 o'clock
this morning on the port
tack, we tacked ship at (10)

o'clock on the starboard tack
heading N.W., we have had
strong breeze all day, saw
grampers breaching on our
lee bow, and large pieces
of squid, it is a thick fog to
night, at dark took in light
sail, we are under heavy
sails to night, we have
head wind we are tacking
to the windward all the time
we are on the starboard
tack heading N.W. latitude
33 x 33. M. South: March 9th
this morn at 1/2 past 6 we squared
the yards with a fair strong
wind we set all sail to night
we are running a point and a
half free steering our course
N. 88 E) their in fish about the
top it has been squally all day
to night we are under all
sail except the flying jib
except top sail and the foregullion
sail we saw grampus porpoise
and flying squid to night
loudly with a strong wind
we broke out in the after hatch
for currents rice beans &c.

ripped up the old spunkier
for patches. Near 10th we had
strong wind all last night
with a head sea this we cried
out their blow we luffed up
in the wind and found out
they were crampus. we went
on our course again (NEBN)
it has been very near dead
calm all day at 6 o'clock
there is a light breeze with
head wind we are close to
the wind heading WNW $N\frac{1}{2}N$)
there is a heavy swell on
we have got all sail out at
9 o'clock there was a sail hove
in sight off our ~~lee~~ weather
starboard beam it looks
like a full rigged ship
merchantman it has been
a warm day we slushed
down the masts there is a
full moon to night all night
Near 11th last night we took
in lightsail, during heavy
squalls, this morning it is
blowing a gale and continues
all day, at $\frac{1}{2}$ past (9) there was
a sail hove in sight, she was

a whaler, she run towards us
and went across our bow: and
then hove up into the wind,
we raised a flag with the
owners name on it, and she
did the same, and went off
our stern out of sight, there
was a thick fog all day and
night, there was a sail hove
in sight on our starboard bow
she was a merchantmen
steering about S.S.W. she had
all sail out fore and main
royals, skysails, ^{and} stensails,
at $\frac{1}{2}$ past 9 o'clock last night
we tacked ship on the port
tack heading E.N.E close to
the wind, it is blowing hard
with thick fog and a heavy
sea running, we are under
fore and main courses and
top sails, saw a school of
grampers, the whaler we
have seen this morning was
the President of N.B. Captain
Knowls just from home.
March: 12th... last night we
had heavy squalls, rain and
strong wind, this morning we

had a dead calm, we set all sail
it has been a pleasant day, not
a bit of wind but a heavy
swell, we are on the port tack
heading N.E. at sunset we took
in light sail, and clewed up the
courses, passing away our
time fishing. March 13th
At 11 o'clock last night there was
a heavy squall struck us, and
gave us fair wind, steering our
course N.N.E. running before the
wind, it began to blow a
regular gale and the seas
are breaking over us, we
shortened sail down to fore
and main top sails and fore
courser, it is blowing harder
all time and shipping heavy
seas, these are about the
largest seas we ever saw,
we would roll over and over
forward and aft and all we
could do to hold on the rigging,
saw grampers and flying
squid, the gale still prevails
and steering our course on
the port tack N.N.E. March
14th the gale moderated but

to a stiff breeze this morn we
righted a sail on our port beam
at 4 to (11) last evening she
was under close reef topsails
laying too we layed too
till this morn and then we
hoisted the letter (P) flag and
she hoisted her flag with a
letter (B) on it the owners name
we hauled up the fousail
and hauled back the fore
yard the bark which name
was the draco come running
down to us and went across
our stern and layed too
to the leeward of us she
lowered her boat and capt
and boats crew come aboard
of us our mate and a boat
crew went aboard of her we
examined till (6) to (10) this
forenoon and then we squared
the yards with fair wind
steering our course (NNE) the
draco is from new bedford
capt parker 9 month out
with 95 blbls of sperm oil
he is bound for St helena
and then to the coast of africa

humpbacking she has been
here to the river all this
season and have not seen a
whale not till march the 12th
and she see four whales they
got one making (16) blb we
set all the square sails.
before a stiff breeze and
a heavy swell it is cloudy
and slight squalls of
rain this afternoon
we sent down the mainsail
and mended part of it and
then layed it by until
finished we are having
rain this evening ~~Mar 14th~~
this morning sighted a sail,
ahead of us going the same
way as we were, we finished
the mainsail at 9 o'clock bent
it on, send down the gaff top
sail and mended, bent it this
afternoon, this forenoon
yards square heading N.N.E.,
this afternoon brace the
yards, steering N.E., to night
we are steering N.E.B.N the
wind is shifting all time,
running one point free,

there was another sail bore
sight on our weather quarter,
we braced the yards on the
starboard tack with a
strong breeze and light
well, saw a school of
offfins, it very squally
to the windward so we took
the flying jib, gaff top
sail, and fore top gallant
sail, very warm with good wind.
March: 16th: we had heavy
squalls and rain, this
morning we sighted three
sails, one on our starboard
bow, and the other on our
port beam, two barks
and one brig, it has been
nearly calm all day, the
ship is heading N.E.E. we
have got head wind this
evening, one sail of our
beam and the other on the
bow, send down the main
lower top sail and mended
it bent it in the afternoon,
all sail out to day, and
evening, we are going to
the northern and Eastern

for to catch the trades, we
are on the starboard tack
to night heading N.B.E,
close to the wind: March: 17.
Dead calm last night and to
day, broke out port, beef,
and water, saw porpoises,
two sails in sight, one brig
close to, we braced the
yards on the port tack,
at two o'clock this afternoon
we tacked ship on the star
board tack, heading N.N.E
this evening there is a light
breeze and very warm, all
sail set, the wind changing
all time: March: 18th: This
morning a light breeze,
with all sail out, last night
tacked ship on the port
tack heading S.E. $\frac{1}{2}$ E, at
day break we sighted a sail
off our port quarter steering
(5) watch employed over
hauling the brace blocks
and cleaning the schives,
this afternoon we tacked
ship on the starboard tack
heading N.E. $\frac{1}{2}$ N. it has been

almost a dead calm all part
of the day, to night we are
having a steady breeze, from
the northern and eastern all
sail out, we are in latitude
27. X 28 m. in the best whaling
ground this side the line.
March: 19th: at 10 last
evening we had a squall
we took in the lights and
afterwards it was a calm
which lasted a couple of
hours and the wind had
changed it gives us a
point and half free
steering our course (WE BE' E)
this morn we set the light
sail again we are having
a heavy swell with a
good breeze we sighted two
barks off our weather star
bow and a brigantine
off our stern steering the
same as us this evening
there is a sail off our lee
great bow we are 900 miles
off the coast of Brazil
and also (110) miles from St
Catherine to the leeward of us

Mar 20th last night we
squared the yards strong
breeze and squally this
morn sighted a bark on
our port bow she passed
close by us she was a
Merchant bark steering (S)
at 11 o'clock we braced the
yards a little on the port
tack steering our course
(NE $\frac{1}{2}$ E) at one o'clock we
sighted a bark on our
weather port beam going
(S) this afternoon we changed
we changed our course (NE $\frac{1}{2}$ E)
there is a heavy swell on
we have all sail out we
broke out for bread for
it in the main hatch at
12) M) we are bound for
the western islands to
give liberty Mar 21st
this morn the wind
changed it is blowing from
the (N) we are steering close
to the wind heading (NE $\frac{1}{2}$ E)
we saw two merchant
barks steering (SE) at one
o'clock there was another

bark hove in sight on our
weather port bow we are on
the port tack we have all sail
set with a good breeze we
have been overhauling the
brace blocks clewlines and
buntline blocks to night
we washed deck the same as
usual. Mar 22nd we wore
ship last night, this morning
we sighted four sails, three
whalers and one merchant
brig, we have been heading
to the windward to get to those
whalers to speak with them
this evening, we are on the
port tack and the sails are
on our weather port bow,
about five miles off, they
have been gaming each other
this afternoon, saw mother
carry chickens around the ship,
these twenty four hours very
squally and strong wind, with
a heavy high sea, all sail
set to night, it is lightening
to the windward, this even-
ing we are heading E.B.S.
we got head wind still, we

have got to go further to the
eastern before we get the trade
winds, at 12 o'clock we were in
latitude 25. South; March: 23rd
This morning there was a
brigentine in sight, at one o'clock
there was a merchant bark
hove in sight off our starboard
bow, it has been blowing hard
all day with a rough sea, we
took in the light sail this
evening, at 9 o'clock in the set
all the sails again, we have
been steering from (E.B.S) to (SE),
this we wore ship on the
starboard tack heading N.B.E.
we have got head wind, the
brigentine in sight off our
stem, we saw two sea gulls:
March: 24th last night
at 2 o'clock there was a sail
hove up on our weather star
board beam about four ships
lengths off, we had heavy
squalls during the night,
this morning we had a
race with a brigentine, she
was clipper build and carries
royals fore and main, this

evening she far astern of us,
we have been beating her
bad, had a strong breeze to
day, we were employed, clewing
buntlines, lifts and Blocks and
doing other various things
in the rigging, this evening
clewed up the light sails,
for it looked very squally
to the windard, steering
North by East. in latitude 20°
 $47'$ m. South to day :: March: 25th
at eleven o'clock last night the
brigentine came right along
side of us, this morning
we hoisted the ensign, and
she answered it, she put
up a Norwichea flag bound
to Europe, heading N.B.E., at
two o'clock we tacked ship
heading S.S.E., we sighted
a full rigged ship. This
afternoon steering S, we
have been scraping and
flushing down the mast,
to day we are in longitude
 33° $40'$ m. it is very squally.
to day, tacked ship heading
N.N.E. the brigentine is off

our port beam, the wind has
shifted 2 points, all sail out
to day, this evening we clew
up the light sails to night.
March. 26th This morning
we sighted a brig ahead of
us running before the wind,
steering S.W. the brigentine
we spoke is out of sight
astern, it has been a dead
calm all day and very warm
we saw a diamond fish close
to the ship, to night there
is a light breeze, we are
on the starboard tack heading
N.E.B.N. all sail out to night.
got head wind still, had
heavy squalls last night:
March: 27th at twelve last
night it fell a dead calm
again, this morning broke
out water, and stowed down
a cask of Beef and pork,
saw a brigentine of our be-
beam, saw sharks, pilot
fish and yellow tails, blubb
and a log of wood, we have
been catching yellow tails
all day, and had good meat

all day of them, it has been
very calm and hot, the ocean
is like a mill pond, not a
breath of wind, we are on the
starboard tack heading all
points, put down a cask of
salt between decks, the hottest
day of all: March. 28th
last evening at 9 there was
a breeze sprung up, squally
all night, this morning we
sighted a merchant bark on
our port beam, at $\frac{1}{2}$ past
2 this morning we tacked ship
on the port tack heading
N.E. & E, the bark run down
pass our stern, and exchanged
longitude with her, was in
33 X 50 West, and hers 31 X 45
West. longitude, she is steering
S.E. bound around the horn,
we have been working in
the rigging overhauling
the blocks up the main
mast, all sail out to night.
March: 29th this morning
we have got a good breeze,
saw two sails one a brig
and the other a brigentine

This brigantine look like if
she had whaler in sight we
tacked ship on the starboard
tack and went down to her
she was dimasted her main
top mait was gone her
top sail yard and her gib
boom she looked distressed
she did receive no colour so
we tack ship again on the
port heading (NE) then in
one sail in sight off our
stern we have been over haul
ing blocks and fixing the
life preservers and fixing
the spanker boom Mar 30th
this morn saw a brig off
our stern steering the same
as us we have been employe
scrapping the ~~masts~~ mast
off the windler and doing
other various other things
in the rigging we have had
a light wind steering our
course (NE) this evening it
is a dead calm we have all
sail set Mar 31st dead calm
to day we braced around
on the ~~port~~ tack heading
starboard

VE) at 4 we tacked ship on the
port tack heading (NE) our
course it is very squally
towards evening to night we
saw two sail off our stern
a bark and a brig we have
been painting the windlar
and overhauling the blocks
on the mizzen mast, it is
dead calm after each squall,
there has been a flock of
mothers carry chickens around
the ship following our wake,
very warm to day, we have not
got the trades yet, but we
expect them every day, they
generally come in squalls
saw a school of grampers:
April: 1st we had heavy
squalls of rain last night,
the wind changing all
points of the compass, and
then it came back in the
same place it was blowing
from, washing paintwork
to day, we put the life
preservers atern, in case
of necessity, at 9 it sprung
up a little breeze, we brace

the yards on the starboard
tack, heading West, at eleven
o'clock blowing a light breeze
we braced the yards on the
port tack heading E.N.E.,
sighted a sail off our lee
quarter, at 3 o'clock we
sighted a full rigged ship,
on our weather port beam,
this evening a dead calm,
with a heavy, saw gram
pers breaching ahead the ship.
April 2th. This morning
a light breeze with all sail
set, on the port tack,
heading E.N.E. saw two sails
to day, one off our weather
quarter and the other look
like a whaler off our star
board bow, the ocean is
like a looking glass, dead calm.
April: 3rd: This morning and
last night a dead calm,
about 9 o'clock there came
a light breeze, we wore
ship on the starboard
tack, we saw the same
sails we saw yesterday, one
astern and other on our lee

bow, this afternoon a good
wind, steering course N.N.E.
running one point free, we
have been scraping the
rust of the iron works, and
painting them red, broke out
for flour in the main hatch,
saw the southern cross
very faint last night,
we saw plain in Rio de la Platte.
April: 4th last night a
good wind, to day we have
been scraping the chain
plates, and painting them
red, saw a sail of lee
quarter, this afternoon
we saw two sails ahead
the ship, only one in sight
to night, we quared the
yards a little, steering
course N.B.E. $\frac{1}{2}$ E, we are in
good whaling grounds,
but saw nothing, we
have got in the S.E. trade
this afternoon, they gave
us fair wind to the line.
April. 5th strong breeze
last night and all day,
running three points free

steering her course N.B.E. $\frac{1}{2}$ E.
it is very squally all day,
broke out sugar and water
and filled the casks with
salt water, saw black fish
and two sails, one brig and
the other a bark, brig on our
starboard, and the bark on
our port bow, the bark
run close by us, we are
near the line April 6th
this morn sighted two vessels
one brig and bark about 25
minutes past four this
afternoon a man at the main
head cried out there blow-
wheel away cries the capt
2 points on the lee bow
get your boats ready in
a half an hour we lowered
away there was a large
school of sperm whales to
the leeward we went down to
them the bow boat got fast
soon after the waist and
starboard got fast to a
cow and a calf we turned
up these whales and
brought them to the ship

at 4 o'clock we was all done
making them fast. boats
crew watches to night we
took in some sail and lay
too under topsails the brig
came down and spoke to us
she was a norwegian bound
galmer one of the canary
islands April 7th last night
we put up the cutting falls
and got things ready for
cutting in and trying out
we have the calf on deck whole
or good sight to see it is very
seldom done it measured
20 feet in length we
commenced to cut in at (5)
o'clock and got through at
9 o'clock we set all sail again
and was off we put the
blubber through the mincing
machine and tryed out all
day and this evening at
daylight this morn we saw
a brig off our weather starboard
bow this evening there was
a brig passed close by us
on our lee port bow we saw
proposse we are on the starboard

tack steering our course
(NBE $\frac{1}{2}$ E) for Fayal we bro
out casks for the oil
April 8th we tyed out all
last night and got through
a tying out at 12 part
b) this morn we put the oil
in the casks and covered
them the three whaler made
23) bls we have been clean
ing the try works and all
the things besides the dec
we broke out water in the
fore hold to day we are
steering our course (NBE $\frac{1}{2}$ E)
its very squally with a
heavy rain and light
winds this evening very
squally this evening clew
up the light sail

April 9th this morn it is
very squally we have had
various winds and squally
weather, this evening we are
on the port tack, yards
squared a little, this
afternoon the Capt cryed
out there she blows, from
the quarter deck, we never

seen it again, we have
got fair wind this afternoon
steering our course N.B.E. $\frac{1}{2}$ E.
there has been a school of
Albacores around the ship
the largest ones we ever seen,
we have lost the South
East trade winds in a squall
this noon, at 12 o'clock this
noon we was five degrees
and (17) miles south of the
Equator :: April. 10. th this
morning at (3) o'clock we
caught the south east
trades again, sighted a
sail off port beam, we
braced the yards around
on the starboard tack.
running three points free,
steering our course N.B.E. $\frac{1}{2}$ E.
saw white water but
could not make out what
it was, saw a school of
porpoises, very squally
and heavy rain with a
heavy swell, filled a
cask with salt water in
the fore hold, today we
are three degrees and

fifty miles south of the line.
April. 11. th last night was
plenty of albatrosses around
the ship, the same sail
we saw yesterday is close
to us, to the leeward she a
merchant bark, this even-
ing she is off our stern,
broke out for molasses
in the main hatch, we
are having plenty of rain
and very squally, we
expect to cross the line
to night, we have got
fair wind steering our
course N.B.E. & E, we are
squared a little on the
starboard tack, at six
o'clock we changed our course
to N.N.E. April. 12. th

This morning we stowed
down twenty three bbls of
oil, broke out in the after
hatch for beans and currants
we sighted five sails, two
brigs, two barks and one
steamer, the steamer passed
close by, she is bound for
Rio Janeiro, S.A., variable

winds and squally weather
with plenty of rain, we
have been laying in a
calm part of the day, this
evening we have got head
wind steering N.N.W, there
is plenty of fish around
the ship, put new top
sails braces fore and aft,
we are very near the line ::
April. 13th. This morn
at daylight we sighted
six sails all around us,
and a large school of black
fish, at two o'clock there
was a large school of cow
fish at least three or four
hundred all around the
ship, we struck one and
got him on deck, and had
fresh fish for supper, we
have fair wind when she
breazes up, steering her
course N.N.E, we have been
laying in calms and squalls
and variable winds, we
are about one degree from
the line, we still have
all sail out :: April. 14th

This morning we sighted
five sails, we have been
painting the iron works blue
saw a school of grampers,
we have variable winds, hauled
the ship close to the wind
heading N.W. $\frac{1}{2}$ N., we crossed the
Equator about 6 o'clock this
evening, it has been calm very
near all day, at 4 this afternoon
there was a good breeze
sprung up, slushed down
the topmast and the de
gallant mast fore and
main, there is a heavy swell
on and very warm, each man
received tobacco to day
April. 15th. last evening we
got the North east trades,
this morning it is blowing
strong with a heavy sea
on, we tacked ship at 7 o'clock
heading N.E. $\frac{1}{2}$ W., this forenoon
tacked ship again heading
N.E. $\frac{1}{2}$ E, we are having all
sail out, with strong winds
and heavy steady rain, brot
out for water, nothing in
sight to day April. 16th

It rained in torrents all last night with a strong wind off our stern, this morning the wind shifted around on our port quarter, we braced around the yards on the port tack and steering our course N.B.E. & E, this afternoon it is nearly calm and this evening also, saw two sails steering N.N.E, one brig off our starboard quarter, and a Bark off our port beam, saw a diamond fish close to, its a pleasant warm day we are on the port tack steering our course April. 17th last night it was a dead calm, there was a breeze sprung up at (4) this morning, we braced around the yards on the starboard tack heading N & N we have strong NE winds and heavy swell, broke out for butter in the main hold, this noon we are two degrees and a half north of the Equator :::: April. 18th last evening

it blew very strong and continued through the day with heavy rain we clewed up the light sail we saw breaching on our weather bow we tacked ship and half an hour afterwards we tacked ship again we saw a merchantman bark on our lee port beam she steering WNW we are in latitude $44^{\circ}13'$ this noon (N) we have got heavy head sea our lee sail going under water last night we are on the starboard tack steering close to the wind heading (NBN) we broke out for water in the fore hold this morn April 19th this morn we set the light sail except the fore gallant sail it still continues to blow a strong (NE) trade squally there is a heavy head sea our bows going under water a good deal we run over a school of black fish at $\frac{1}{2}$ past 9

this fore noon at 6 this
evening we hoisted the bow
and waist boat on the upper
runner we are sailing very
fast we are still on the starboard
tack close to the wind
heading (NW B N $\frac{1}{2}$ N) the last
twenty four hours we have
been (4) degrees (35) miles we
see plenty of flying fish
around the ship every day
April 20th: this morn and
to day blowing strong we
are between 8 and 9 north
of the line we saw finbacks
and grampus we have all
sail out & going about 10
knots and hold at $\frac{1}{2}$ past 6
we pumped ship foul
in (1985) miles north the
line we are close to the wind
steering (N $\frac{1}{2}$ E) we commenced
to make spun yarn to day
the weather cloudy foggy
and squally. April 21st
this morning and to day
it is blowing very strong,
we took in all the light
sails, saw some ship jacks,

This noon we sighted a sail
off our port quarter, at 4
this afternoon she was
abeam off us, she hoisted
her country flag at the
mizzen peak, and we
answered it with the American
flag, she being too far off
so we could not make her
out, she had fore and main
royals, she is a merchant
bark supposed to be bound
for the States, to day we
are close to the wind, steering
N. B. E., this evening we are heading North.
April. 22.th This morning
we set the flying jib and
gaff top sail, saw a sail off
our port quarter, she is a
whaler, supposed to be the
bark Hope Horn of N. B.
we lost her out of sight
at 11 o'clock, at 1 o'clock there
was a sail hove in sight
off our starboard quarter,
at four this afternoon
she was close to us, we
exchanged longitude with
her, our longitude being

39 x 12. W. she hoisted her
colors to the Mizzen peak
and we did the same, she
was a french merchant bark
bound for the West Indies,
then we waved her farewell
With our ensign and
went off, we still got the
north east trades cloudy and
misty weather, saw a school
of black fish at 10. clock. broke
out for flour, water, and beef,
we have got a heavy sea,
and keeping close to the wind
heading N. $\frac{1}{2}$ E. :: April. 23rd.
this morning strong wind,
at $\frac{1}{2}$ past 3 we set the main
top gallant sail, we are
still on the starboard tack
heading North, this noon
we was in latitude 14 x 45 m
North of the Equator, this
evening we are passing by
the Cape de Verde islands they
are to the windward of us, but
not in sight :: April. 24th.
this morning broke out
for Bread and Coal, at 10. clock
we send down the fore top

gallant sail and mended it
bent it in the afternoon again
it is blowing strong this
forenoon, this afternoon we
have a light breeze, saw a
sail off our lee bow, this
evening we have all sail set,
ship heading N.B.W. cloudy weather
and heavy swell :: April 25.
this mor we are employed make
ing spun yarn, saw a brigentine
off our starboard quarters heading
S.W., there is another sail to the
windward of us, but can not make
out what she is, this afternoon
there is a light breeze and
cloudy weather with a new
moon, the ship steering full
and by heading N. $\frac{1}{2}$ W. This
noon we are in latitude $19^{\circ} 5'$
April. 26. th. This morning
sighted a sail off our weather
bow, about $\frac{1}{2}$ past 6. the
jumper band parted, we
hailed down the sails to
stop the headway so it could
be fixed, we took off the dolphins
striker and put a new band
around it, we had it all

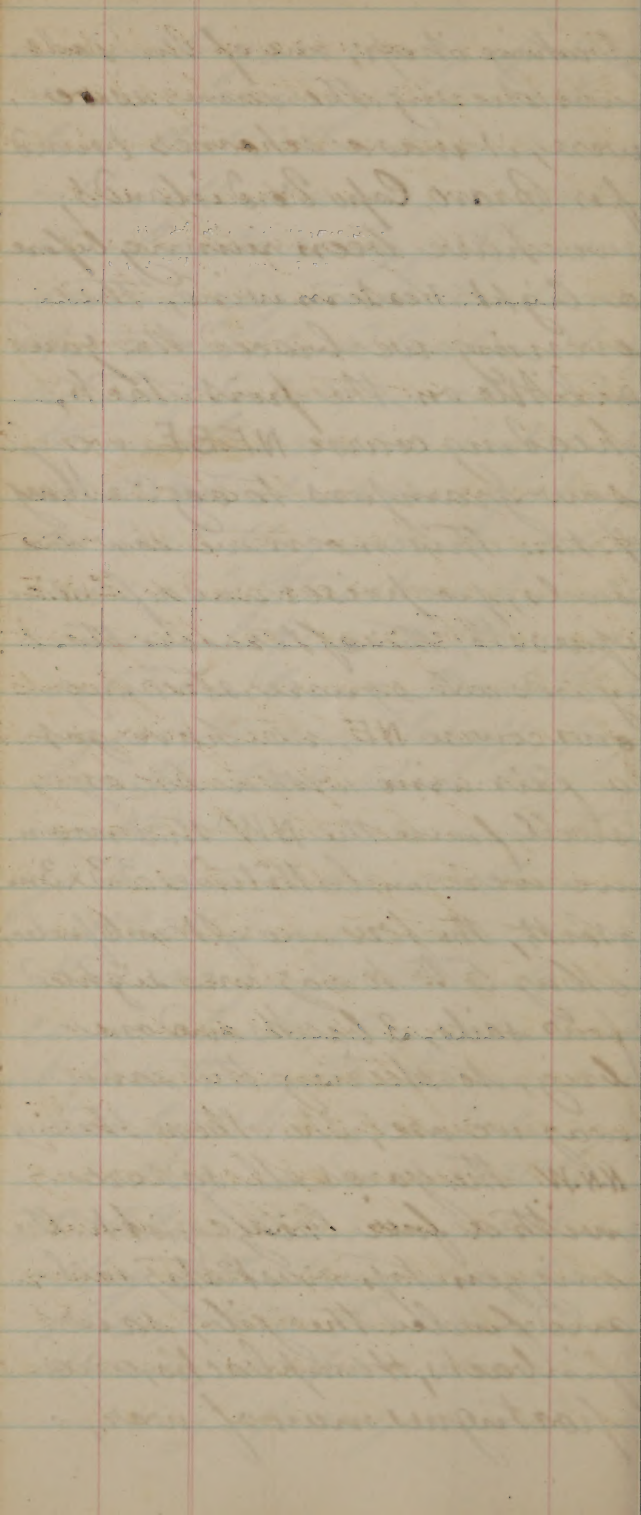
fixed by 10 o'clock, so we set all
sail again, and off we went
again, we saw plenty of
gulf weed to day, it is blowing
strong with head seas on, this
evening we clewed up the light
sails in squalls, we are close
to the wind heading N.B.E. $\frac{1}{2}$ E.
This noon we were in latitude
21. North. April 27th. This
mor sighted a sail off our
port bow, broke out for
fresh water in the fore
hold, we have all sail set
with a strong breeze, it has
been very squally to day, this
evening we pumped ship,
heading for the last twenty
hours N.B.E. $\frac{1}{2}$ E. at 6 this
evening ship heading N.B.W.
This noon we are in latitude
23 x 45 m. North. April 28th.
Very strong wind with all
sail out, close to the wind
heading N.B.E. This evening
we are heading N.B.W. $\frac{1}{2}$ W.,
we secured the fore top stay
sail penants, this noon we
we were in latitude 25 north

it is very chilly around here nights,
but we are still in the north
east trades winds yet. April.
29th This morning there was
a large school of porpoises
came right in under our bow;
we got a iron ready to strike
one but they went down, one
was breaching about 20 foot
out off the water, and breaching
about twenty times, we wasted
all paint warks to day, light
breeze very near all day heading
N.B.E, this evening we are heading
N, close to the wind, the ocean
is covered with gulf weed, we
have all sail out, we are
this noon in latitude $26^{\circ} 23'$
our course to Fazal is N.E.B.E.
we are about 45° degrees W
longitude, Fazal is in 28° W. L
April. 30th This morning
and all day a light breeze,
with a heavy swell from
the N.W. saw a shark bird,
This evening there was a
steamer hove in sight off
our starboard bow, she was
steering S.W, she is a European

steamer supposed to be bound
for the West Indies, the ship
close to the wind heading N.E.B.N.
May 1st last evening we
began steering course N.E.B.E.
with a very light wind, this
evening it is almost calm,
had changed our course to
N.E. on account of variable wind
saw a school of sea gulls,
we are in latitude 29° 14' N.
north today, this noon there
was a sail passed by us, a
ships length off, the trade
winds died out last evening,
almost a dead calm. May 2nd
this morn we put our
course to (N.E.B.E) with the
yard squared in a
little on the starboard tack,
we have been making
spurn yarn and fixing
the bow boat, then the
2nd mate cried out there
she blows, they were
Kusan blacks a cow and
a Bull, they have been
along side the ship all
day, we got a lance and

a bomb gun ready if they
came near enough to use them
but that did not do, so we
called all hands, and got
the boats ready, they were
soon ready and we lowered
the waist and larboard boat,
at $\frac{1}{4}$ of 1 o'clock, we chased
them all around, but just
as the boat steers got up
to dart they would roll
over and thrash and make
a noise like a bellowing
wild bull, we heard them
a good three miles off, they
seen the boats when they
make the noise and then
go down, we chased them
without success, we raised
the ensign for them to
come aboard, they got aboard
at four this afternoon, we have
had light winds and cloudy
weather, we are in latitude
30 x 59 m. this noon at 12 o'clock
May 3.rd to day saw four
sails, three barks and one
schooner, we have been
making span gorn and

pricking it up, one of the sails
was steering the same as we
were, it was a schooner bound
for Bravo, Cape Verde islands,
we have been running before
a light Western wind, this
evening we braced the yards
a little on the port tack,
heading course N.E.B.E. we
saw grampers to day. May
4th. This morn we saw two
sails, porpoises and a floating
passth, this afternoon the
yards all square steering
our course NE, we have got
a fair wind with a heavy
swell from the NW this noon
we were in latitude 33 x 3^m
North, the fore and aft sails furled,
May 5th to day we sighted
four sails, 3 barks and one
brig, to steering the same
way we are, the others steering
N.N.W. the yards all square
with a fair breeze, set the
mizzen top mast star sail
and furled the jib, saw
finbacks, humpbacks, and
portugues man of war,



This noon we were in latitude
34° 1' north, with a light wind
the sails we saw are all merchant
May 6th last evening we
furled all the light sails,
this morning saw finbacks,
humpbacks, and a floating
timber, at 20 minutes of
10 there was a heavy squall
struck us, with a change
of wind from the N.W., we
changed our course to E.N.E.
braced the yards on the port
tack and running two points
free, we set the jib, spanker
and mizzen top mast stay
sail, furled the fore and
main top gallant sail,
saw turtles to day, it is
blowing a very strong wind
with a very high sea, at
four this afternoon we changed
our course to E.B.N. May 7th
last evening it is blowing
a gale and still continues
threw the day, with heavy
squalls and heavy sea, at
10 o'clock we braced the yards
sharp on the port tack,

changed our course from E.B.
to East, the wind changed at
11 this forenoon to N.E., we are
steering full and by heading
E.S., this evening it is blowing
a light breeze, we set all
the light sail except the
fore top gallant sail, there
is a heavy sea on to night
saw two sails right ahead
steering E.N.E, saw finbacks,
humpbacks, and other whales
This noon we are in latitude
37° 16 North, to day very cold
we are close to land. May
8th. This morning we broke out
for water, saw two sails one
bark and one ship, at 10 o'clock
we tacked ship on the star
board tack, it is very squally
with variable winds, we have
been heading N.B.E all day,
this evening we braced around
the yards on the port tack
heading our course E, we
have had all day light wind
saw finbacks and sunfish,
and large flock of birds, to
day a heavy swell on

May 9th last evening and
this morning until 8 o'clock
we was on the starboard
tack close to the wind heading
N.N.E, this morning the wind
changed to South, we squared
in a little on the starboard
tack and steering our course
E.B.N, this forenoon a good
breeze with all sail set, very
cold weather, saw whales a
breaching but could not make
out what they were, we had
heavy squall of rain last
evening, we are 350 miles from
Fagat, K. Islands, this evening at
6 we braced the yards on
account of change of wind,
these forty eight hours
variable winds cloudy and
squally weather, last evening
we braced around the yards
on the starboard tack heading
N.N.E, this noon we were in
latitude 37 north and longitude
34 x 18 west. May 10th last
evening about 1/2 past 10 we
saw a ship, pass close by us
running before the wind

steering NW, we have been on
the starboard tack all last
night and to day, heading NE,
saw porpoises twice to day,
saw Boat steers birds this
evening, they are snow
white with a long tail
like a iron pole, it has
been blowing ^{hard} all day, this
evening we took in the fore
and main top gallant sail
and the other light sails and
furled them, about 7 o'clock this
evening we heard the cry
from aloft, There she blow
a number of times, it a
school of hump backs, they
came close to the ship, At
night it is a blowing hard
from the Eastern with heavy
squalls of rain and wind with
a heavy sea, we have got
dead head wind for land we
expect to reach Fayal by
Sunday. May. 11th Last
evening it still blowed a
gale, at midnight we tacked
ship on the port tack
heading SEBS, This morning

we saw porpoises, finbacks,
humpbacks, and grampers
and some turtles; and a
flock of sea gulls, to day
it is blowing very strong
from the East, at half
past 1 we clued down the
fore upper top sail, and
furled it, we have got a
heavy head sea, there has
been a blue haze in sight
all day that looks like
land, we have all the
light sails in, this evening
we set the fore upper top
sail, we are close to the
wind steering E.S.E. May
11th. This morning we set
all the light sails, we saw
jumpers, finbacks, bull
fish shark, porpoises, albacore
and ship jacks, at 4.0 clock
we took in the light sails
on account of breazing up
and the ship pitching so, we
passed close by the island
name Flores one of the N.I.
it was to the windard of us
This morning, this noon we

we were 85 miles from Fayal
we are on the port tack,
steering close to the wind,
heading EBS, I raised a school
of finbacks, we supposed to
sight land to-morrow. May
13.th Last night we steered
a course EBS, at 5 o'clock
we heard the 2nd mate
sing out from aloft, land
ho, land ho, land ho,
where away asked the Capt
four points on the weather bow
we luffed up into the wind
and then the land was one
point on the weather bow, the
land was Fayal and Pico,
saw a ship bound to the
East Indies and three masted
schooner bound for the
states, at 12 this noon
we are sailing along the
coast of Fayal and Pico,
today we have seen the
top of Pico, which is nearly
9,000 feet above the level
of the ocean, the top is
covered with snow. the first
snow I have seen for a

year, we are out from home
10 months and had not a
foot on land, and been six
months cruising without
seeing any land, it is blowing
very strong to day in all the
light sail, it blowed very
strong between these two
mountains, we tacked ship
at $\frac{1}{2}$ past 2 heading for
Fazal, this forenoon we
have been heading for Pico,
we have got dead head
wind for to run in, this
afternoon about 4 o'clock the
wind shifted around so we
tacked ship heading
right between the two
islands, this evening
we saw porpoises, turtles
and a flock of Pico fishermen
and a merchant man, it
being to late to run in, so we
laid to out side all night.
May 14th last evening
we laid off and on, at day
break we were close to land
we squared the yards with
a fair wind into port, at

Twenty minutes of 7 o'clock
we lowered the starboard
boat, the Capt, 4th mate,
Cooper and a boat crew
and went ashore, we layed
off and on till 1¹/₂ past 1
and then came aboard, one
of the boats crew ran away
we got the boat on the
crane and then squared
the yards for St Michaels
N.S. St Michaels is 250
miles from Fayal, it is the
largest island of the N.S.
This afternoon we were
sailing along the coast
of Pico and this evening
along the coast of St
George about 20 miles off
shore, saw a bark sail-
ing ~~along~~ between the
two island Pico and St
George, this afternoon we
saw a man of war, there
was no whales in Fayal, this
afternoon we were steering
SE $\frac{1}{2}$ E, this evening the wind
fell off ahead, blowing very
strong, we took in the

light sail at 12 this noon,
at 6 this evening we took
in the fore and main upper
topsail, we are close to
the wind heading S.E.B.S,
we got news in Fagal that
the 2nd mate of the Ohio
Frank Gifford of Dartmouth
and a whole boat crew was
lost, off the coast of Africa
by a humpback whale,
the boat was picked up
by a merchant men, the
bark Addison was lost
on the coast of Fagal in
a gale, saw thousands
of porpoises and fin
backs, at 8 o'clock we set
the main top sail, the
wind changed so that we
can steer our course SE $\frac{1}{2}$ E.

Thomas Hastings.
No. 11. Park st.
btw Court and Brompton
in care of Mr Russell
8. Standave D.

Monday Aug. 9th \$2.50

P. H. Cook. 1st mate
New Bedford.
Mass.

James. Larr.
North Amston
2nd mate. . . Long Island.

Wilson. A. Rodgers
West. port. Mass.
Care. W. B. Trafford. 3rd mate

William. E. Fish.
4th mate. New Bedford. Mass.

Capt. W. Gifford.
North Dartmouth
Mass. . West. port

James. B. Adiance.
No 82. Garden St.
Pokeepsie.
N.Y.

Samuel. Leavitt.
East Milton
ack box 100 . Mass.

Oran L. Davis.
New Bedford.
Mass.

William L. Cowing
No 90 Genney St.
New Bedford.
Mass.

James C. Clark.
No 96 High St.
New Bedford.
Mass.

Frank B. Folger.
Providence
Rhode Island.

347

Harten. Oliver.
17 St New York City. ^{No} 347

Louis Skipper.
613 South 2nd St.
Philadelphia.

Miss Mary. Wallmann
No 212 Montgomery St.
In care of Julius Wallmann.
San Francisco.

C. W.

Louis. Eiemann.
123. Rivington St.
New York.

Frederick Senfelder.
No 58. Leroy St. N. Y.

H. Van der Wyck.
No 60 Leroy St.
(Broome St) New York.

William Koenig.
109 Delancey St. N. Y.
No 99. Stanton St.
Maria. Julia.
St Michaels.
Azores Isles.

Bill. Williams.
477. Hanover St
Boston
Mass.

Charles E. Case
1. 38th Monroe St
101 Chicago
Illinois
No 97. 190. Wood St
Chicago

Mrs. Bettie Willet
New Bern. N. C.
Red row, or, Change st.

Mr. P. Hope
1021. Tremont st
Boston

Frank 515. 5 N. Boom

Mrs George Preston
No 226. E. 17th St
New York

Mr. Hachett
No 120. E. 10th St.

G. H. Disoway
New Bern
(Post office) N. C.

Lannie Wehinger.
462 3 Avenue
New York.

Gregor Albert
care of
R. Linden muller
No 15. Frankford st
Cleveland. Ohio

Geo. Jos. Merel.
French Arlington Hotel
Hot Springs.
Arkansas

Mrs. Mary Simms
No. 98 Stanton St.
New York
City

Mrs. Louisa Doepfer
No. 136 E. Houston St.
N. Y. City.

Mrs. Louisa Senfelder
No. 58 Leroy St. N. Y.

Mr. Charles Miller
No. 174 Sudlow St.
N. Y. City.

Mr. Rudolf Albert
No. 6 Delaney St.
N. Y. City.

Mr. Jos. Feuk
No. 13 Delaney St
N. Y. City

Mr. Stan
No 201. N. 4. st
Long Island. Williamsburg

Mrs Hugo Albert care of
Snyder & Black.
No 92 Williams St
New York City.
Hilbrand

Tattooing
42 X 44. Cabot St
New York

Edward Colyar
169 Pleasant. St.
N. Bedford
Mass

~~George H. Wester~~
George H. Westervelt
Senafly. N. Jersey

Andrew Cooper
Senafly. N. J.

George Williams
Brooklyn

Boston. Mass. 1876.

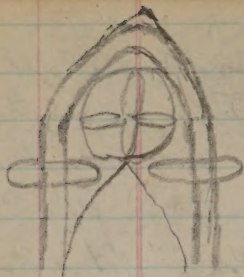
1	Sack coat	5.00
1	Pair pants	2.50
1	Pair shoes	2.00
1	W. Hat	1.50
1	Pair Boots	4.00
1	Saw wealer	1.00
1	City pants	1.00
Paid		\$17.00

1 Pair of mittens 1.00
New York.

1	Over coat	7.00
1	sack coat	4.00
1	pair pants	4.00
1	Vest	2.00
1	pair shoes	3.50
1	Blue shirt	2.00
2	White shirt	3.00
2	Under shirts	2.00
2	pair drawers	2.00
1	silk cap	1.00

Herbert Westmelt
Senafly & W. H.

Paid



Mr. Charles Herbert.
No. 311 E. 11 St.
New York.

Mr. J. Bumpus.
in care of
P. D. Locum.
27 North Water St.
New Bedford. Mass.

Account.

John Du Mont	1.00
Jos. Michel	1.00
Robert Albert	5.00
Mrs. Shinn	1.00
Rudolph Albert	2.25
	\$11.85
Fred Shinn.	1.00
Billy Bayne	5.00
	\$17.85

Fred Murrel

Fred. Murrel

Left New York on the
6th July, 1875

Left New Bedford
20th July 1876

Left Fayal. Azores &
30th Oct. 1875

Left Funchal. Canary. Isl
16th November. 1875

Left Fayal. Azore. Isles
14th May. 1876

Left St. Michaels. ^{N.B.}
14th June. 1876

Left Fayal. Azores &
26th June. 1876

Left Flores. Azores.
On the 30th June. 1876

Left ~~Bombay~~ ^{Calcutta} ~~Calcutta~~
on the 27th Aug

Left ~~Warrington~~ ^{Warrington}
on the 25th Aug

Left Gardner
on the 31st Aug
Kennebec River

Left Alexandria
(same day) Virginia
Washington
Left Georgetown
on the 9th Sep

Boston. Mass

Charlestown. Mass

Salem. Mass

Portland. Maine

Rockland. Maine

Rockport. Maine

Whitehead. Maine

Booth Bay

Homer. N.Y.

New Bedford.

New London

Delaware Br. water

New Bern. N.C.

Cape Hatteras

Delaware Br. water

Amboy

The Brooklyn.

There is a bark a gallant
bark, which lies in
Boston Bay, awaiting
there for orders, her
anchor for to wright,
she is bound for the
coast of Cuba, boys,
our gallant ship
shall sail, we are
bound ~~to~~ ~~sink~~
and to destroy, wh
ever we may see
we had not sailed
but 30 legs or 40
legs or more, when
we aspid a large
ship, and down
upon us bore, she
hailed us in Spanish
voices, and asked
her where she
came, we just set
sail, from Charle
town, and the
Brooklyn is our
name, are you a
man of war sir
pray tell you

unto me, I am
no man of war
sir, but a private
as you see, then
brace away your
fore yards, and let
your ships come to
then hoist your
tackels, and lower
your boats, or else
I will sink you
up speak out Capt
bold, unto his when
did say, cheer up
cheer up, my live
ly lads, we are
sure to gain the
day, if it had not
been for my own
brother, this battle
would never been
fired, let every
brave man, stand
true to his gun, and
we give to them a
broad side, the broad
side was given, with
courage them all to
wonder, to see
there, for the

hier mit einem großen
Ostendbunde geschnitten
fast brennend in einem
Gefäß steht man sieht aber
schon denn, wenn man
Kopfbarm Ring am Finger
hängt. Zu seinem Nachbar
übersenden so zurecht kommt:
"Ich möchte lieber einen
Ring, als ein feind." Ein
denn wenn die gefest
halten, was ich habe.
Und ich bin das selbe
als ein Spiel. F. M.

Meinster: Meinster ist
die der fließ

Spiele ist das Spiel
Spiel " " Stein

gallant mast
come rolling down
like thunder, we
showered them our
quarter boys, they
could no longer stay
when we gave ho
and the red head
stood and showed
them american flag
now we bid this
pirate a dew, to
america we will
steer, and when we
arrive on american
shores, those girls
they will us cheer
they will call us
their bold heroes
and praise our
officers to, they
will drink success
to the Blocky m
and all her jolly
crew. U. M.

Franklyn Arctic Search
Party. June 19th 1878
Schooner. Esthén.

At twelve o'clock the
anchor was hove up,
and was towed to the
highlands by the steam
boat Hecker, where
we set sail and bid
farewell to the all
it was a dead calm
all ~~and~~^{day} night, This
evening the wachers
were picked and the
boat crews, I got in
the mates boat, bow
cars men, June 20th
To day light breeze and
land out of sight.

June 21. light breeze
from S.W. calm this
afternoon, sail all
around, weather clear
and pleasant. June 22
this morning a stiff
breeze from S.E. took
in the light sails,
reefed the mainsail
at four o'clock, sight
Nantucket light ship
this night squally rain

and fog. 23. good
breeze from the South. Thick
weather all day, and clear
in the evening, and
plenty of sails in sight.
24. Course SE by E. wind.
S.W. morning, thick
weather, clearing off
at noon, weather pleasant
sails and steamers in
sight. 25. course E. S W
wind, at noon howling
N.W. and afternoon a
stiff breeze, reefed the
main sail in dog watch.
26. This morning a
stiff breeze from SW
double reefed in the
afternoon, and squally
weather, steering E by N.
27. shook out reef in
the morning, a good
breeze from S.W. heading
E by N. with showers
of rain. 28. good
weather, wind very
light from S.W. course E.
~~was~~ seen a Bark
supposed to be a
Norwicher. and passed
a English steamer.

29. This morning good
weather, W wind and
course E. seen one
fin back whale. - 30

Today foggy and
stiff till noon.
course ^{breeze} E. July 1st is
good weather, and
are in the fishing
bank with plenty
of fishermen in
sight, passing several
of merchant vessels.
At night fog and
rain and very cold
steering E. 2.

North wind, sailing
under jib, fore sail
and mainsail, and
making good head
way, plenty of
vessels and fisher
men, and boat
adrift. we got
some cod fish for
paper and books
course E.N.E. 3. th
wind W. stiff breeze
and rough sea.
steering full and
by.

passed to night the
first Ice Berg. Our
sick man, got in
to a fit. 4. weather
cloudy and thick
all Day, and rolling
in a heavy swell
in a dead calm.
5. in the morning
thick and calm, light
breeze at noon from
N.W. hauling to S.E.
towards evening
by noon observation
45 miles off the
coast of Labrador
6. course N.E.
wind E. weather
foggy with rain
wind increasing
towards evening
took in jib and
double reefed the
main sail. 7. all
Day ~~in~~ closed reef
ed, partly hazy
to, wind N.E. 8.
clearing off, weather
clear at noon.
course N.E. by E

wind S.W., latitude
48 x 40 North, long-
itude 49° 02' West
of Greenwich. 9.
weather pleasant
with good breeze
from S.W. course N.E.
Ice bergs in sight
latitude 50 x 30
longitude 51 x 49
10. wind from the
south in the mor-
ning, N.E. in the
afternoon, course
E.N.E. weather pleas-
ant in the after-
noon and foggy
in the night. 11.
thick fog most
of the day and
light rain, with
N.W. wind. 12. S.E.
wind, with double
reefed sails, run-
ning before the wind.
13. very pleasant
weather with plenty
of ice bergs in sight
latitude 54 x 30
wind S.W. course N.W.

14. blowing a gale
from NW, and hows
to all day. 15. wind
moderate, fine, fast
pleasant weather
with heavy clouds
latitude $57^{\circ} 1'$
longitude $52^{\circ} 57'$
16. wind out of
NW. very light
and steering
full and by
latitude $58^{\circ} 9'$
longitude $54^{\circ} 24'$
17. very squally
out of NW. and
very rough sea
heavy clouds and
fog. latitude
 $59^{\circ} 49'$. longitude
 $55^{\circ} 13'$. 18. wind
from NE, steering
course WNW. with
cloudy and light
rain latitude
 $52^{\circ} 30'$. longitude
 $56^{\circ} 31'$. 19. light
wind from NE
with 5 or 6 ice bergs
in sight. latitude
 $59^{\circ} 03'$. longi $60^{\circ} 51'$

20. light wind with
43 ice bergs around
in the evening we
took in sight of the
Abbott Lawrence
of N. B. Capt
Maske. latitude
60 x 35. longitude
61 x 33 21. pleasant
weather with a
NW wind and ice
bergs all around
at nine o'clock in
the evening we
sighted Resolution
Island in the after
noon one of the
boats of the
Lawrence came
aboard, he said
he was sperm
whaling off the
East coast of
Greenland, made
fast to a large
one, he stove
the boat and the
had to cut the
line and let
him go, that

was all the
luck they had
They stopped
till night then
went home,
Lat 61 x 39 long 22
2 3/4. 22 good
nother wind
with clear weather
in the forenoon
but thick in the
afternoon, plenty
of ice bergs and
the first pack
ice in sight in
the evening we
double reefed
the main sail
and have to
on thick weather
and ice lat. 61 x 1/3
23. light NW wind
with clear and
pleasant weather
Resolution in sight
in the morning
the Capt of the
Lawrence came
aboard again, at
noon the Brigg

Isabella of N.B
came in sight, in
the afternoon all
three vessel have
to and went a
canning, at noon
we struck a
piece of ice with
came near turn
ing her over
latitude 61 26
longitude 64 18
24. light W N W
gale, double reefed
all sails and hoisted
in topsails and
stay sail and
flying jib, we
were surrounded
by heavy pack
ice, and could
not get thru
sighted Button
Island at air 0
25 having passed
a rough night
and running thru
ice we entered
the mouth of
the Hudson

Straits, by noon
the lower Savage
Island in sight
after two hour
bailing, with
jib foresail and
mainsail we
out sailed the
two brigs, at
six o'clock we
saw a heavy
pack of ice ahead
and have to all
night to wait
for better wind
to get through
the ice, dead
calm at evening
26. a good calm
night followed by
a good SW stiff
breeze, with we
made good use
of running through
the ice all day
and night plenty
of seals on the
ice. Lat $61^{\circ} 39'$
Long $66^{\circ} 59'$. 27
calm all day, lay

ing about 10 miles
off of the Savage
Island, in the
evening we lowered
the boats and brot
the green hand
in. 28. At night
the first Esquima
came aboard men
women and girls
They gave us
whale bones and
Oar, seal and
bear skins.
To day clear with
N wind, steering
by the wind in the
evening a dead calm
29. Calm all night
in the morning a
good N breeze, taking
in light sails, at 2
o'clock, weather cold
and pleasant. 30.
light N wind laying
off and on, and are
at in the narrows
of Hudson straits,
weather good and
clear. 31. dead calm

all day in off the
coast of Labrador
~~and~~ on Cape Hatteras
weather clear and
warm. August 1.

This morning a
dead calm and heavy
fog, at noon a light
breeze from N. sail-
ing between, Cam-
berland and Cape
Hatteras, steering full
and by 2. This mor-
ning running before
the wind with all
sails set, about ten
o'clock it commenced
to blow quite hard
took in flying jib
fore and main top
sail, staysail and
doubled reefed the
mainsail, in the
afternoon it was
blowing a gale
with heavy sea
running, lowered
the mainsail and
furled ^{it} in the evening
past. Charles Island

and several others.
To night shipped some
heavy seas, one nearly
carrying away the star
board boat, steering
course N by W $\frac{1}{2}$ W and NW
at midnight passed
Palisberry, Nottingham
and later Walsingham
Reefs, and hove to.
: 3 : This morning it
blowed quite hard, but
set all sails double
reefed, shook out the
reefs and set top
sails flying ^{til} and stay
sails, at noon a light
breeze, under the lee
of Palisberry islands.
In the afternoon it
commenced to blow
quite hard again, to
in all the light sails
and furled them, and
double reefed the main
sail, and single reef in
foresail and jib steer
ing W by N and WNW, fair
wind, we ~~are~~ ^{were} in Hudson
Bay at twelve o'clock

4. This morning running before the wind took our first mast heads passed several islands and sighted two vessels astern, supposed to be the Lawrence and Isabella, of N. B. with all sails spread at noon a large Walrus came right under our bow, he seen the ship, and went down, this afternoon sailing along ~~by~~ South Hampton the largest island which is in Hudson Bay. This evening a light breeze from S E steering W by N: 5. This morning a stiff breeze from ENE, steering N half W at noon a fair breeze from E, ~~at~~ in the evening sighted South Hampton again, and kept off B. This morning wind ahead, at noon seen

plenty of seals and
a school of White
Whales, in the evening
sighted land on the lee
and weather bow, sighted
Whale point &
points on our weather
bow, and a sail, coming
towards us, a weather
pleasant and warm.

7. This morning run-
ning, ~~sighted~~ before
the ~~night~~ we
sighted a boat
astern, hauled the
jib to the windward
and waited for them
it ^{was a} crew of Esquimaux
and told them to
~~coming~~ come aboard
they said they were
following us all
night, and could
not come up with
us, they also said
that the natives
of Depot Island
wanted to see ~~the~~ ^{us}
so we went down
got there about

9 o'clock and then
let go the anchor
the vessel was full
of Navites, they gave
us clack and mhat
and some ~~meat~~ bones
they stowed aboard
all night. 8. At 4 o'clock
in the morning
we hove up anchor and
went closer in shore,
and let go again. we
then commenced to
break out the hold,
and got out all the
provision for the
F.A.S. Party, at noon
the Navites got one
of our boats, to move
the tents closer to
the ship, ~~to~~ very
very pleasant weather
to day. 9. finished
breaking out the this
afternoon and put
all the articles
ashore, then the
party bidding us all
Good by, and said
they would see us

next winter again.
we engaged four
natives to help us
whaling as we are
short of men. in the
evening he allowed us
to go ashore, he saw
that we wanted to go
to another tribe, where
he send a canoe after
us, and told us to come
aboard. 10. in the morn-
ing we went after a
try pot on Depot island
and after two hours
hard work ~~got~~ we
got it down the water
and bent on the pot
and pulled for the ship
we got about 15 yards
from shore when the
pot filled full of
water, and come
near taking the
boat and crew down
if the 2 mate but
the rope parted
and saved us from a
~~watery~~ going down
he sank in 18 fathoms.

of water, in the
after noon over
hauled the Blocks
it blowed so hard
that the anchor
dragged and ^{then} let go
the big one to hold
her. 11. Weighed ^{anchors} at
5.0 clock, and stood
out from land, in the
afternoon seen White
whales, Seals ^{and} Walroose
at ^{and 3 sails} sun set took in
all the light sails
and double reefed
the mainsail, steering
full and by, to squally
with light showers of
rain. 12. This ^{morning} running
under short sail, in after
noon seen plenty of seals
and White whales. at
sunset doubled reefed
the mainsail, cruising
along the coast, with
a sharp look out for
whales. 13. This morning
blowing quite strong,
moderating in the after
noon. Boat at 3 o'clock seen

a boat astern, with sail
set, went around on the
other tack, so that we
headed right for them.
They only came to fetch
us some more clothes.
They left us at 7 o'clock
in the evening very
light wind, with
plenty of seals around
(14) This morning light
wind, the vessel is
surrounded with seal
Walrose, and white
Whales, at 2 o'clock
the cry from mast
head was heard, there
she blows, where
away asked the Capt
& points on the weather
bow, was the reply,
then all hands
were called and the
boats soon got ready
for lowering, the
orders were then
given to lower away
and away we went
in the pursuit of
the whales, they

were dead to the wind-
ward, we had a hard
time to get up to them
as they kept going
to the windward, they
only spouted once
or twice and then
went down, we
chased them till
six o'clock and then
came aboard and
eat our supper, we
had seen the whales
until sun set, then
lost track of ^{them}, tockin
ship all night, far
to get to the windward
at 10 o'clock a heavy
squall struck us
that the lee rail was
down under water
took in flying jib
reefed the main jib
and double reefed
the mainsail. 13.

This ~~morning~~ morning
strong breeze and
very cold, sighted a
sail on our lee bow
and went for her

and she came dead
for us, got to us
at 8.00 clock. They
said they seen one
whale and got him
which made 150 lbs
she also run in
heavy ice, and stove
her hole bow in
no more than the
boat was along side
the cry was heard
there she blows, got
our boats ready and
went after him, two
of our boats and three
of the other ships,
laid around, and
waited for him to
come up, he come up
and went right down
again, then the Abbie
Bradford run right
over his wake, and
galleyed the whale
and had to give him
up, we kept going
to the windward but
seen nothing more
of him, in the

afternoon it commenced
to blow quit hard, and
took in flying jib, and
reefed the jib and main
sail, at six o'clock we
sighted two more sails
16th This morning about
break from N.W. with
the three sails in sight
in the afternoon it
was blowing a living
gale, with heavy sea
running, and close
reefed sails, towards
evening moderating
very fast, shook out
the reefs and set the
flying jib, at seven
o'clock spoke the brig
Isabella of N.B. and
asked whether we had
any letters for him, and
told him no, then we
on our way, laying off
and on at whole point
17th This morning light
breeze, sighted six wha
they are as follows, Abbr
Bradford, Bark. Nils.
Sch. Eoa. Isabella and

Schooner Simmons. They
were all coming to night
The Capt of the bark
Hulk come to us, and
said he only got 200 lb
of oil. and 13 months
out, he did not know
whether he will get
home this year or not
there is plenty of seals
around, this evening
a dead calm. 18. this
morning light breeze
from N.E. at six o'clock
the cry was heard again
called the watch and
got the boats ready, and
lowered away. they were
making a strait ber
line for the East shore
we chased them till
2 o'clock and then turn
around, the ship was
almost out of sight
and it was a dead
calm so we took to
the oars, and pulled
for the ship. we had
a good twenty mile
pull. good to the

ship at half past three
and set sail, then stood
to the southern, at
evening speaks Schooner
immense, and went
board of her, and then
they came aboard of
us, we opposite Cape
Hillston, with a good
breeze NW.!! This mor-
ning running before
the wind. wind light
with heavy cloud and
light rain, at noon
lighted a sail on our
bow, and at 3.0 de-
scribes 3 more right
ahead, that makes
the hole fleet of
Hudson Bay, at six
o'clock Isabella run
cross our stern and
over to and the Capt
and aboard of us
and our mate went
board of them, they
said they chased the
arrow whale, but
did not get him. at
seven o'clock we parted

again, this strong ^{evening}
breeze from S.W. with
heavy clouds, at mid
night dead calm, with
light showers of rain
a heavy swell, she
rolled so, that her rail
went clean under water
and carried away our
fore boom tackle 12
this morning dead calm
with heavy swell, shower
of rain, and thick fog
at noon clear up
some, and sighted the
fleet of H.B. on our lee
beam, towards evening
~~at~~ a light breeze
but still a heavy
swell running, seen
several schools of seal
ahead. at midnight
a heavy fog again.
21. this morning a
light from W with heavy
fog, sighted a sail on
our lee bow, at noon
clear of, and took our
mast head, in the
evening saw a big

school of seals on our
lee beam, we are abreast
of Cape Fullerton
22. This morning a
strong breeze from NW
at noon we abreast of
Deport island, and wait-
ing for the natives to
come and fetch us
fresh meat towards
evening it commenced
to blow, and at 2 o'clock
it was blowing a living
gale, running under
doubled reefed sails,
shipped several heavy
seas at midnight.

23. This blowing still
a gale, in the afternoon
it increased, and towards
evening it was blowing
a living hurricane
down reefed all the
sails and bobbed the
gale, shipping heavy
seas this evening, seen
a white whale right
in under our bow
The albic Bradford
is Perping company

with us, and is rolling
like a ball, at
4 o'clock hoisted all
the boats on the upper
cranes, and hauled
down the jib, and laid
in the wind. 24th
This morning, blow-
ing still harder
with a heavy sea
running, at ^{noon} 12
the sun, and took
the observation, and
found ourselves way
South of Marble
Island, have not
seen the Broadhorn
all day, at six set
the jib and out
the reef out of the
foresail, and tacked
ship so we would
not run on South
Hampton Island a
shore, shipped some
heavy seas till day
25th. This morning
blowing as hard
as ever, with heavy
sea running. Took

the craft out of the
starboard, as we ex-
pected to lose her
every minute, at
six o'clock we had
hail and snow
storm, in the after-
noon had a heavy
shower of rain,
towards evening the
wind was not so
steady, it came
all in squalls, ship
ped heavy seas
all day. This morn-
got at Marble
island, but wind
being dead ahead
stopped us from
going at anchor
for winter quarters
as it will keep
on blowing till
next summer, we
are laying at the
mercy of the waves
with gill down, and
rolling like a ball
26. This morning
moderating very fast

so we shook out
the reefs and took
the bob of the jib
and a good steady
strong breeze from
NW. At noon the
mast heads again, to
ward evening light
breeze with heavy
swell. lowered all
the boats, to the low
cranes again, we are
standing in for Marble
island, but the wind
is dead ahead at 60
miles from it. 27th.
This sighted the land,
supposed to be Marble
island, but found out
it was Seal horse island
which is thirty miles S
of Marble island, in
afternoon light breeze
but fair, and steering
NE. towards evening
a dead calm, with plenty
of seals, walross and
white whales around
thru twenty four
hours pleasant and

fair weather. * 2.8 *
This morning at 2
o'clock sighted a fair
wind, sighted a island
on our weather bow
which was Marble island
and stood right for
at noon we run
in the harbor, and
let go the anchor, for
the winter quarters.
we lay right between
Marble and Dead
mans island, there
are twenty one crabs
on it, which are all
young white men
which died up here
they have three
large monuments
erected, with all the
names and what
vessel they belonged
the island is also
full of cock of
Providence which
belongs to the Ables
Bradford, Lawrence
Isabella, and Rose
of N Bedford and

back to the ship
and get supper.
all of a sudden we
saw a southen and
thousands of ducks
coming right in the
harbor and lighted
there, then lowered
a boat, and Capt and
third mate went
to shoot some, got
within close range
and fired, but did
no harm, that is the
~~the~~ reason but shot
one sea cull, and
gave it to the natives
to eat. W Sept 1. 5.
is blowing a strong
breeze, with light
showers of rain, in
the afternoon let go
the small anchor, again
as it commenced to go
rough towards night
for if we drag here
we will get washed
ashore and that would
be the last of us

Sept 2. This light wind
hove up the small
anchor, and ranged it
ready to let go again
in afternoon rain
with heavy breakers
washing against the
reefs, Sept, 3rd to
day it commenced
to blow again, it
was high tide when
we tried to get in
the inner harbor
but then we lowered
two boats, and tried
to tow her in, while
the rest hove up
anchors, & no more
then the anchor was
off bottom, she com-
menced to drag,
and had to let go
both anchors, or else
run on the reefs, and
wait for a dead calm
towards evening it
was blowing a heavy
gale. 4. This morn-
ing fast

in the afternoon. But
out molasses, it is so
hard that we had
to cut it with a
knife. Towards evening
a light breeze, and
after supper have up
anchored, and commenced
to tow her in with
two boats and tide
with us, we had to
go right between two
reefs, and no more
than ten feet of water
no more than we
got between, she
struck a rock, we
made her heel over
but no damage done
got in and let go
anchor for this
winter. There no
wind can catch us
here, for we are
surrounded by high
rocky land, which
is all pure marble.
This morning it
commenced to blow
again, about 8 o'clock

~~and~~ the mate ^{and I} went
on shore hunting. we
traveled all over road
and down to the
ports but not a
duck, swan or
goose to be seen.
Stopped away till
1 o'clock then went
aboard, in the after-
noon blowing a
gale, with light
showers of rain and
hail, and at 5 o'clock
let go the
small anchor
and humped ship.
The ^{day} very pleasant
weather, hove up
small anchor in the
morning, then went
shore after several
boat load of wood
and cut it up. in
the afternoon
we went ashore
playing ball
and enjoyed it
well. Come aboard
1 o'clock

This evening we checked
a seal and some day
but could not get the
7. Very pleasant day,
this morning
went ashore, between
Marble & Dead men's
island, and discovered
another rock. The
Ansel Gibbs of N. B.
and cut all her
beam up for fire
wood, they say there
was a lot of bone
in her when she
sunk, but all the
oil saved, she lay
in four fathoms of
water and too deep
for to fish for the
bone, then went
on Dead men's
island and cut
up a lot of wood
there, and went
aboard. 8. after break-
fast lowered a boat
and I went with the
second mate. Hunt-
ing we were bound

for the NE End, it's
about 11 miles from
the vessel, on our
way there seen plenty
of seals, duck and
Swan but could not
kill them, it was
a heavy surf run-
ning on the reefs
so we had to go back
about five miles
and put the boat
high and dry, and
went off hunting
found a heap of
coal wicks we will
take, the boats
were full of duck
~~some~~ of the men
went up and fired
stones at them,
while the others
took them on the
wink, and got a good
lot of them, we had
one of the Eskimoes
with us, and as soon
as a duck was shot
and fell in the
port, he took up

clothes, and went
after them in the
ice cold water, on
the N.E. end there is
a nice house built
for a look out for
whales, in the house
there is a stove
and all the accom-
tion ^{a man} want,
after taking another
cruise around, came
to the boat, me and
Rudolph build a big
stone tower, and
stuck a board in
it, with our names
cut in, then went
for the ship, got
to the ship at 6 o'clock
and finished our
Sundays cruise. 9
This morning went
to the N.E. end again
and got the coal that
was laying there.
and got back at
two o'clock, in the
afternoon it was
snowing, the after

supper went ashore
to look for some
vessels, but none
in sight, seen four
swan set in a pond
put to land to go
back and get a gun
we are now pre-
paring to go hun-
ting on the main
land, for a week
or so, for its only
seven miles off.

10. This morning very
cold, the thermometer
stood one degree
below freezing,
went out and got
two boat loads of
wood, for to take
along, and unbent
the fore topsail
and staysail, to
use them for tents
at noon there
was plenty of ice
on board, and it
was blowing so
hard that we
had to let go the

Alpha bet song.

A is the anchor of our
gallant ship, and B is
the bowsprit so neatly
does fit, C is the captains
we all have upon, D is
the derrick that hoists in
our grog. Chorus. So merry
so merry, so merry are we
no mortals on earth, is like
sailor at sea, so high deary
low deary, high deary down,
give sailors the grog, and
there is nothing goes wrong.

2. Verse. E is the ensign at
our peak flew, F is the
forecastle that held all our
crew, G is the grog that
seldom came round, H is
the halyards we all wait
upon. Chorus.

3. Verse. I is the iron on
stansail boom fit, J is
the jib so neatly did set,
K is the kelson that lies in
the hold, L is the lanyard
that take a good hold.

Chorus. 4. Verse.

Yankee Doodle,
Doodle down.
Doodle Diddle Landers
viver voover

Yankee viver voover
won, Buttermilk and
(continued) Thanks
~~small~~ anchor, but
hove it up towards
evening. Prose

Sitting shiting I
read your letter,
~~the more~~
the more I read
I shied the better
the spot was bare
I had no grass,
so I took your
valentine to
wipe my ass.
Received

On board the Sch. Cothan.
Hudson Bay. M. Island
Capt Barry. 1878 & 1879.
1 Hollen Scarf
pair of Deer Skin Stocking
tin pot
pair of pants

Thursday night 27th
W.S. Marlow
Cash. Boston \$30.00
Thursday Morning
Sept. 12th 1876
William Tice
of Phila. Penn
Cash. New Bed 4.00
Cash. New Bed. . 50
Cash. Charlestown . 50
Cash. New Bern 2.50
Cash New Bern 3.00
~~Cash New Bern 2.50~~
Cash New Bern 1.00
\$13.50
Hoboken 500
9850
Brooklyn 1000
Fishing Hill 850
Mr. Cruise. tobacco
Black Ram 6 lbs
John 1 lb
25.50
Ben. 1 lb
Bills 1 lb
George 5 lbs
David 1 1/2 lbs 1/2 lb
Charles 5 lbs

On board the *Cathart*
from Capt Barry. 1878

10th July, 12 plugs. 2 lbs
12th Aug. 8 plugs 1. lbs
14th Sept. 8 plugs. 1. lbs
12th Oct. 8 plugs 1. lbs
12th Nov. 8 plugs 1. lbs
12th Dec. 8 long plucks. 1. lbs.
1878 & 1879. Marble etc.
13th Jan 8 long plucks 1. lbs
13th Jan 1 Doz clay pipes
12th Feb. 8 long plucks 1. lbs
12th March 8 long plucks 1. lbs.
12th April 3 E. plucks 1 lbs.
1st May 7 plugs & 2nd plugs 1 lb
2nd June 5 plucks 1 lbs
2nd June 3 Goven pipes.
2nd July. 4. $\frac{1}{4}$ lbs bags. 1 lbs

3 Undershirts	1.50
3 Towels	1.50
6 Handkerchiefs	.50
2 Shirts	1.00
1 pair shoes	1.50
1 Vest	1.00

Bill for Fred. Mersel.		
2 pr thick pants.	5.50.	11.00
3 Robins	2.00.	6.00
3 pr Drawers.	2.00.	6.00
2 pr. thick pants.	5.50.	11.00
2 frocking shirts.	3.75.	7.50
2 Denam pants.	1.87.	3.75
2 Denam frock.	1.87.	3.75
4 yards gingham.	.28.	1.12
1 Husk mattress		3.75
4 pr. pumps	1.50.	6.00
1 Sheath beltd 2 knives		1.00
4 jack knives	.50.	2.00
3 pr stockings		5.00
1 pr blankets		3.50
1 South wester		1.25
1 Monkey jacketed		7.00
24 lbs soap		2.50
1 glass		.25
Matches		1.00
Lamp and wick		.50
3 combs		.75
1 pr scissors		.25
2 caps		1.00
2 straw hats		.84
2 wool hats		3.00
Cash		5.00
Carting and boating		.75
and interest		

tin ware	.58
1 Oil suit	5.00
16 th Cash	2.00
15 lbs Tobacco	<u>13.50</u>
	\$115.11

Whaling Signals for Bar
Janus of New Bedford. July 2
1875.

Colors up forward whales up.
Half mast whales but ship. Bloat
Run up and down all boats heave up.
Whales ahead flying jib or jib down
4 points on the weather bow
weather clew of F. I. G. sail up or
top sail: lee bow "" lee clew:..
on the weather beam weather
clew of F. I. G. sail or top sail
" " lee beam "" "" lee clew:..
weather gr, head of gaff
top sail down or spanker
lee gr, sheet up or sheet of spank
whales astern spanker in & out.
Colors at the main a boat fast.
mizzen another boat wanted to fast
Colors at fore & main a boat stove
and wants assistance.
Whaling signal at mizzen pea
nearest boat come to the ship.
" " 2 " " " " " 2 " " "

The flying jib up and down is
for all boats to push ahead
as fast as possible. "" ""
American Ensign at the mizzen
peak all boats come aboard
except those with whale

Run up and down at nuzzers
peach is for all boats to come
aboard after waifing their whales.

Morrison & Brown

Out fit

- 1 Bed
- 2 pair of stockings
- 1 pair of Boots
- 1 Under shirt
- 1 pair drawers
- 1 jumper
- 1 Oil coat
- 1 Russian cap
- 2 pair of mittens
- 1 jack and sheath knife

On board the Eothern
from Capt Barry
10th July. 2 lbs tobacco
12th Aug. 8 plugs. 1 lb
14th Sept 8 plugs. 1 lb
12th October. 8 plugs. 1 lb
12th November 8 plugs. 1 lb
12th Dec. 8 long plugs 1 lb
13th Jan. 8 long plugs 1 lb
13th 1 Doz clay pipes.
12 Feb. 8 long plugs 1 lb
12 March 8 long plugs 1 lb
12 April. 3 plugs 1 lb
11 May 4 plugs & 2 plugs 1 lb

Miller's song.

Don't you remember sweet
Filly Dell, the mill by the
old hill side, where we
used to go in the summer
days, and watch the foaming
tide, and throw the leaves
of rocky beach, down into
pool so bright, where you
see them float like emeralds
in a float of golden light.

Chorus. You liars, &c.
2. Verse. Miller with the
slouchy cap, and eyes of
mischief gray, plotting
about the dusty room,
singing the live long
day, and the coat that
hung on the rusty nail
with many a mockly pack,
by the good old door with
the broken sill, ^{with} string
and wooden latch. Chorus.
Silly Miller Sill is gone
to rest, sleeps in the vault
below; they dug his grave
in the winter time, down
where the willows grow,
but now the boughs are
green again, and the

branches are still ~~in~~
I send you a sprig, &
remind you Silly, of me
and the root old mill.

New York Dec 17th 1821
dear my dear friend,
I am writing you
at the corner of Rame
& 10th St as per C
Please meet me at the
corner of Houston & start
to night at 8 o'clock.

Geo. Washington
2 coats
5 pair drawers
4 pair shirts
1 pair of millers
1 pair of gloves
3 plugs
Bill
John
Chippes

Wm E

James

100

150

230

230

2100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

100

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100

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100

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100

100

100

